Aviation package for improving the competitiveness of the EU Aviation sector

> Fields marked with * are mandatory.

Please provide information to help us build your profile as a respondent. In accordance with Regulation 45/2001, all personal data collected through this survey will be kept securely and will ultimately be destroyed.

*Please note that the questionnaire will only use your full contribution if your name, organisation (if you answer on behalf of an organisation or institution) and contact details are provided. If you choose to not provide your name, organisation and contact details, you have the option of submitting a general comment only.

If you do choose to provide us with your name, organisation and contact details, you can still opt for your answers to remain anonymous when results are published.

- ◉ Yes, I will provide my name and contact details
- ○ No, I prefer to provide a general comment only

A. Respondent details

*1a. I speak
- ○ In my own capacity
- ○ On behalf of an organisation directly representing stakeholders
- ◉ On behalf of an umbrella association representing stakeholders' organisations

*1b. Please identify clearly which organisation or association you represent?

    Union des aéroports Français (UAF)

*2a. Please indicate if your organisation is registered in the Transparency Register.
- ◉ Yes
- ○ No

1

*2b. Please enter your registration number in the Transparency Register
(numbers only)

> 47864638249

*3. First name

> Philippe

*4. Last name

> ALIOTTI

*5. Address

> 35 rue Vaugelas

*6. City

> Paris

*7. Email address

> pl.guymar@uaf.aeroport.fr

*8. Please indicate your country of origin

> France ⌄

*9a. I answer the questionnaire as a …
- ○ Private person
- ◉ Professional

*9b. Which of the following categories best describes your activity or that of your members?

- ○ Public authority (Member State Representative, Ministry, Agency, other)
- ◉ Airport
- ○ Regional airport
- ○ Air Navigation Service Provider (ANSP)
- ○ Groundhandling company
- ○ Maintenance company
- ○ Other airport service provider
- ○ Aircraft manufacturer
- ○ Supplier of aircraft manufacturer
- ○ Aircraft financer, leasing company
- ○ Airline and aircraft operator
- ○ General aviation industry
- ○ Retailer at airport
- ○ Pilot
- ○ Other crew member
- ○ Workers' organisation (union)
- ○ Trade association
- ○ Research/Academia
- ○ Consultancy
- ○ Logistic company, logistic integrator
- ○ Organisation representing consumers
- ○ Organisation representing environmental / climate stakeholders
- ○ Other (please specify)

*10. What is the size of your organisation?

- ○ Micro company (less than 10 employees, up to €2 million turnover, or balance sheet up to €2 million)
- ○ Small company (less than 50 employees, up to €10 million turnover, or balance sheet up to €10 million)
- ○ Medium size company (up to 249 employees, up to €50 million turnover, or balance sheet total up to €43 million)
- ○ Large corporation (250 employees or more, more than €50 million turnover, and balance sheet total of more than €43 million)
- ◉ Organisation representing group of stakeholders
- ○ Local/Regional Authority
- ○ National Authority
- ○ European Authority
- ○ I don't know / Not sure
- ○ Other, Please specify

*11. Contributions received from this survey may be published on the European Commission's website, with the identity of the contributor. Do you agree to your contribution being published under your name?

- ◉ My contribution may be published under the name indicated
- ○ My contribution may be published but should be kept anonymous
- ○ I do not wish any of my contributions to be published

*12. May the Commission contact you, in case further details on the submitted information in this questionnaire are required?

- ◉ Yes
- ○ No

C. Questions to public authorities, industry and other professional stakeholders

1. Which of the following areas do you consider important to improve the competitiveness of the EU aviation industry?

	Not at all important	Somewhat important	Neutral	Important	Very important	No opinion / not relevant
*Regulatory harmonisation	○	○	○	○	●	○
*Market access	○	○	○	○	●	○
*Access to financing	○	○	○	○	●	○
*Airport capacity	○	○	○	○	●	○
*Infrastructure	○	○	○	○	●	○
*Taxation	○	○	○	○	●	○
*Innovation (digitalisation)	○	○	○	○	●	○
*Innovation (manufacturing)	○	○	○	○	●	○
*Safety	○	○	○	○	●	○
*Security	○	○	○	○	●	○

* Air traffic management	○	○	○	○	◉	○
Other (please specify)	○	○	○	○	◉	○

Please specify "Other"

> Nous retenons également l'importance de l'accessibilité aux aéroports
> depuis les centres urbains ainsi que le développement des relations
> extérieurs de l'aviation (droits de trafic) dans le cadre de l'accès au
> marché.
>
> De même, le coût du transport aérien apparaît comme un enjeu majeur de
> sa compétitivité. Par exemple, certains Etats membres ont mis en place
> des régimes de taxations du transport aérien élevés conduisant à des
> désavantages compétitifs entre régions européennes et mondiales. Nous
> pensons que l'impact de ces régimes de taxation sur la compétitivité du
> transport aérien ne doit pas être négligé par la Commission.

2a. Do you agree with the following statements as regards comparison of EU and non-EU carriers?

	Strongly disagree	Somewhat disagree	Neutral	Somewhat agree	Strongly agree	No opinion / not sure
*EU carriers do not face challenges when competing with non-EU carriers	●	○	○	○	○	○
*Non-EU carriers have cost advantage vs. EU carriers (including lower labour cost)	○	○	○	○	●	○
*Non-EU carriers receive uncontrolled state subsidies	○	○	●	○	○	○
*Non-EU carriers enjoy a more favourable tax regime than EU carriers	○	○	○	●	○	○

***There is a discrimination by non-EU States or non-EU service providers	○	○	○	○	○	◉
***Non-EU carriers offer more attractive products and services than EU carriers	○	○	○	◉	○	○
***There is overcapacity on the route served	○	○	○	○	○	◉
***Non-EU carriers have a larger global network than EU carriers	○	○	○	○	○	◉
***Unfair commercial practices are used by non-EU carriers	○	○	○	○	○	◉
***Non-EU carriers have a geographic advantage	○	○	○	◉	○	○
***Non-EU carriers are managed more efficiently then EU carriers	○	○	◉	○	○	○
Other (please specify)	○	○	○	○	◉	○

Please specify "Other"

```
La sur-réglementation en Europe. Le mille feuille réglementaire nuit à
la compétitivité du transport aérien dans les États membres.

Par ailleurs, nous notons que certaines questions telle que celle
relative aux avantages géographiques sont trop imprécises. En effet, les
réponses peuvent être différentes selon la région du monde considérée.
```

*2b. Which do you consider are the most important three challenges or obstacles facing EU carriers when competing with non-EU carriers?

between 3 and 3 choices

- ☐ EU carriers do not face challenges when competing with non-EU carriers
- ☑ Non-EU carriers have cost advantage vs. EU carriers (including lower labour cost)
- ☐ Non-EU carriers receive uncontrolled state subsidies
- ☑ Non-EU carriers enjoy a more favourable tax regimes than EU carriers
- ☐ There is a discrimination by non-EU States or non-EU service providers
- ☐ Non-EU carriers offer more attractive products and services than EU carriers
- ☐ There is overcapacity on the route served
- ☐ Non-EU carriers have a larger global network than EU carriers
- ☐ Unfair commercial practices are used by non-EU carriers
- ☑ Non-EU carriers have a geographic advantage
- ☐ Non-EU carriers are managed more efficiently then EU carriers
- ☐ Other (please specify)

2c. Can you identify unnecessary regulatory cost and procedures arising from EU legislation posing a burden and thus negatively affecting competitiveness?

```
L'abondance des règles et leurs fréquents changements conduisent à un
renchérissement des coûts en matière de sûreté et donc nuit à la
compétitivité. De plus, sur le plan économique, la sûreté devrait
pouvoir être assurée de manière plus efficiente sans grever les coûts du
transport aérien comme c'est le cas actuellement.

Pour les plus petits aéroports, les règles relatives aux aides d'État
(procédure de notification préalable) ne sont pas adaptées car elles
nécessitent une gestion administrative beaucoup trop poussée au regard
des ressources de ces aéroports. Par ailleurs, nous considérons que les
aéroports ayant un trafic faible ne sont pas susceptibles de fausser la
concurrence ou d'affecter les échanges dans une mesure contraire à
l'intérêt commun.

D'autre part, en matière de sécurité aéroportuaire, le règlement
n°216/2008 pose des problèmes de responsabilité qui imposent des coûts
inutiles, des redondances etc... sans améliorer pour autant la sécurité.
```

3a. In which areas should more be done to bolster international competitiveness of the EU aviation sector?

	Not at all important	Somewhat important	Neutral	Important	Very important	No opinion / not relevant
*Market access in non-EU markets	○	○	○	○	●	○
*Regulatory harmonisation	○	○	○	●	○	○
*Effective dispute resolution	○	○	○	○	○	●
*Fair competition	○	○	●	○	○	○
*Safety and security standards	○	○	○	●	○	○
*Social standards	○	○	○	○	●	○
*Environment standards	○	○	○	●	○	○
*Consumer protection rules	○	○	●	○	○	○
*Taxation	○	○	○	○	●	○
*Airline ownership and control rules	○	○	●	○	○	○
Other (please specify)	○	○	○	○	○	●

Please specify "Other"

```

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*3b. Which are the three most important areas to focus on?

between 3 and 3 choices

- ☑ Market access in non-EU markets
- ☐ Regulatory harmonisation
- ☐ Effective dispute resolution
- ☐ Fair competition
- ☐ Safety and security standards
- ☐ Social standards
- ☐ Environment standards
- ☐ Consumer protection rules
- ☑ Taxation
- ☐ Change of airline ownership and control rules
- ☑ Other (please specify)

Please specify "Other"

```
   La capacité aéroportuaire et la connectivité des aéroports européens.
```

4. Which instruments should the EU use in order to bolster the competitiveness of the EU aviation sector internationally?

	Not at all important	Somewhat important	Neutral	Important	Very important	No opinion / not relevant
*Development and implementation of EU template clauses for air transport agreements (for instance a template fair competition clause)	○	◉	○	○	○	○
*EU level comprehensive air transport agreements to ensure market access in key aviation markets and promote an effective regulatory framework	○	○	○	○	◉	○

*An effective defence mechanism to address unfair commercial practices in international air transport	○	○	○	●	○	○
*Multilateral efforts in the framework of the International Civil Aviation Organisation (ICAO)	○	○	○	○	●	○
*Cooperation on research and innovation	○	○	○	○	●	○
Other (please specify)	○	○	○	○	○	○

5. The EU has signed comprehensive aviation agreements with EU neighbourhood countries (Western Balkans, Morocco, Georgia, Jordan, Moldova and Israel) and with major aviation partners (US and Canada). Negotiations have been finalised with Ukraine and are on-going with Brazil. The Council has also granted authorisations to negotiate with Australia, New Zealand, Azerbaijan, Lebanon and Tunisia.

Which countries/regions should in your view be priorities for possible future EU-level negotiations of comprehensive air transport agreements? Please list countries/regions in order of importance.

```
Pays du Golfe
Chine
Russie
Turquie
Inde
Indonésie
Pays d'Asie du Sud Est
Brésil
```

6. Are there any specific issues in relation to international air transport agreements that you wish to raise?

```
Avoir une plus grande implication des aéroports dans les discussions et
les négociations relatives aux accords de transport aérien.

Mieux prendre en considération l'importance des liaisons directes à
partir des grandes régions d'Europe dans les réflexions sur le transport
aérien international tout en prenant en considération l'importance des
hubs pour la connectivité et la compétitivité européenne.

De plus, il est nécessaire de mieux prendre en considération le
transport de fret dans les accords aérien et d'avoir une certaine
flexibilité dans l'octroi des droits de trafic pour répondre aux
contraintes d'exploitation de ce secteur d'activité (utilisation
ponctuelle au cas par cas des droits de trafic).
```

*7a. Should the EU intensify its efforts at multilateral level towards free access to markets and further liberalisation of air transport through multilateral agreements?
- ◎ Strongly disagree
- ◎ Somewhat disagree
- ◎ Neutral
- ◎ Somewhat agree
- ◉ Strongly agree
- ◎ No opinion / Not sure

7b. Why?

> Parce que les restrictions/protection des droits de trafic sont des
> barrières d'entrée au marché du transport aérien. Le développement du
> marché du transport aérien contribue à la croissance européenne.
>
> Les accords aériens de type ciel ouvert favorisent la connectivité des
> plateformes utile au développement économique des territoires en
> permettant l'ouverture de lignes aériennes vers des pays tiers avec la
> flexibilité nécessaire.

7c. How?

> En ayant davantage de mandats de négociation des accords de transport
> aérien confiés à la Commission européenne par les Etats membres.
>
> En ayant une harmonisation des conditions d'accès au marché et une
> réciprocité entre les différents acteurs gage d'une concurrence saine et
> équitable.
> Et en impliquant (association/consultation) l'ensemble des acteurs du
> transport aérien à la négociation de ces accords notamment les
> aéroports.

*8a. The EU rules on ownership and control currently allows foreign investment up to 49% of an EU air carrier while effective control must remain in EU hands.
Do you consider that current EU rules on ownership and control of EU airlines should be …

- ⚪ … relaxed (on unilateral basis)
- ⚪ … relaxed (on the basis of reciprocity)
- ⚪ … tightened
- 🔘 … maintained?
- ⚪ No opinion / Not sure

*9a. There is an emergence of new forms of airline ticket distribution over the internet. The Code of Conduct on computerised reservation systems - CRS (Regulation (EC) No. 80/2009) provides for a number of rules intended, in particular, to avoid bias in case a CRS is owned or controlled by an airline.
Do you consider that the terms of CRS Regulation 80/2009 are still appropriate having regard to the above mentioned new forms of distribution?

- ⚪ Yes
- ⚪ No
- 🔘 No opinion / Not sure

*10a. Should the EU consider further measures to allow airlines in financial difficulties to continue operating under special conditions?

- 🔘 Yes

◎ No

◎ No opinion / Not sure

*10b. If yes, which measures should be considered?
- ◉ Bankruptcy protection to allow restructuring of insolvent airlines
- ◎ Special regime for social and taxation contributions
- ◎ Other (please specify)

*11a. Do you see the strong environmental performance of EU aviation as providing a competitive advantage?
- ◎ Yes
- ◉ No
- ◎ No opinion / Not sure

11c. If no, why?

```
En terme de concurrence, les exigences européennes imposent des coûts
que n'ont pas à supporter les acteurs du transport aérien concurrents à
l'extérieur de l'UE.
```

*12. Identify the three preferred options to reduce the carbon footprint in aviation?
between 3 and 3 choices
- ☑ More use of biofuel
- ☑ Improved aircraft design
- ☐ Emission Trading System, ETS
- ☑ More direct flightpaths (Air Traffic Management solutions)
- ☐ Fuel taxation in aviation
- ☐ Passenger charges (based on polluter pays principle)
- ☐ Industry initiative such as voluntarily offsetting schemes (when air carriers offer the option to passengers to pay a part of the cost of the carbon footprint of the flight)
- ☐ Other (please specify)

13a. What are the social issues that need to be addressed to safeguard the competitiveness of the aviation sector?

```
Il convient de tenir compte du coût des charges des systèmes sociaux en
place dans les Etats membre et de leur impact sur la compétitivité du
transport aérien. La création d'un statut social particulier pour le
transport aérien et notamment s'agissant des personnels navigants
pourrait être envisagé à l'instar de ce qu'il se pratique dans le
domaine maritime.
```

*13b. Do you consider that further sector-specific complementary measures are needed to address social issues in EU air transport?

- ◉ Promote sectorial social dialogue in civil aviation to reconcile different positions
- ◯ Clarify how existing EU rules apply specifically to air transport workers
- ◯ Put forward further specific social rules for aviation sector
- ◯ Other (please specify)
- ◯ No
- ◯ No opinion / Not sure

14. Taking into account the competition between transport modes, how can the EU best promote combining modes (intermodality) where it offers clear benefits in terms of convenience and for the environment?

```
L'UE devrait favoriser l'accès aux aéroports depuis les centres villes
ainsi que les connections directes entres les nœuds principaux de
transports en incluant les aéroports.

Lorsque qu'une liaison ferroviaire existe déjà sur un aéroport, les
horaires des trains devraient être alignées sur les horaires des vols
afin d'encourager l'intermodalité.
```

15a. Are there EU Member States or regions where air transport connections are not sufficient? For each Member State or region concerned, please describe the issue(s).

```
D'une manière générales, les connections aériennes sont encore à
développer. Pour preuve, la connectivité d'un certain nombre d'aéroports
a baissé ces cinq dernières années.
```

*15b. How relevant do you consider air transport connections are for the overall economic development?

- ◯ Completely irrelevant
- ◯ Somewhat irrelevant
- ◯ Neutral
- ◯ Somewhat relevant
- ◉ Completely relevant
- ◯ No opinion / Not sure

*15c. If "Somewhat relevant" or "Completely relevant" please explain the type of air transport connection required.

Relevant provided there are direct connections with other points of economic activity

○ (e.g. national capitals)

◉ Relevant, if the connections are provided at right time (such as double daily, in the morning and in the evening)

○ Relevant for other reason (pelase specify)

*16a. A Member State, following consultations with the other Member States concerned and after having informed the Commission, the airports concerned and air carriers operating on the route, may impose a public service obligation (PSO) in respect of scheduled air services between an airport in the EU and an airport serving a peripheral or development region in its territory or on a thin route to any airport on its territory any such route being considered vital for the economic and social development of the region which the airport serves (Article 16 of Air Services Regulation (EC) 1008/2008).

Do you consider that the existing mechanism of PSO is fit for purpose?

○ Yes

◉ No, I want PSO mechanism further expanded

○ No, I want PSO mechanism further restricted

○ No opinion / Not sure

*16b. Which actions or initiatives are necessary, if any, to facilitate the introduction of PSOs in air transport under current regime (Regulation (EC) 1008/2008)?

☑ Facilitate the application of air carriers for PSOs in order to attract more offers and reduce costs for public authorities

☐ Facilitate the setting up new operational bases by airlines

☐ Ensure a wider distribution of information on PSOs and tenders

☑ Ensure that the imposed obligations are less restrictive in order to attract more offers

☑ Forbid restrictions as to the used ticket distribution channel

☐ Express capacity obligations only in terms of total seat capacity and not as capacity per flight or aircraft

☑ Replace prescriptions as to aircraft type with performance based criteria, and use them only where necessary for operational reasons e.g. short runway or landing in arctic conditions)

☑ Promote the bundling of several routes where airlines can introduce offers for one or more routes

☐ Clarify rules and procedures

☐ When a PSO is in place, set the obligation for Member State to review periodically whether it is still justified, and if not, abolish it

☑ Other (please specify)

☐ No opinion / Not sure

Please specify "Other"

```
Donner la possibilité aux collectivités territoriales de pouvoir ouvrir
et financer des OSP internationales intra européenne.
```

*17a. Should the EU help to make the concept of 'green airports'(*) a reality?
(*) Rail and in general public transport landside access to airports are becoming increasingly important. It is critical to airport route development, especially long haul, and to airport growth. More and more authorities either oblige or incentivise airport operators to improve their environmental footprint. With some 50% of CO_2 emissions of an airport being caused by landside access, public or shared transport options are crucial. "Green airports" refer in this context to airports that act on lowering CO_2 emissions of landside access.

- ● Yes
- ○ No
- ○ No opinion / Not sure

17b. If yes, how?

```
Il convient de promouvoir les initiatives volontaires de l'industrie en
faveur de l'environnement tel que l'Airport Carbon Accreditation de
l'ACI-Europe. Cela favoriserait la généralisation de ce type de
démarches .
Attention toutefois, il ne faut pas que l'Europe travaille sur un tel
concept de manière isolée ce qui nuirait à la compétitivité des
opérateurs européens malgré l'exemplarité souhaitée de ce concept.
```

*18a. Growing congestion at EU airports, weather events and progress with implementing the Single European Sky have highlighted the issue of the operational performance of airports. Should the EU be doing more to address operational performance of airports?

- ● Yes
- ○ No
- ○ No opinion / Not sure

*18b. If yes, how could the EU best help to enhance operational performance of airports?

- ○ Benchmark airport performance
- ● Facilitate industry-led initiatives
- ○ Prepare a regulatory approach
- ○ Other (please specify)

*19a. Taking into account existing EU legislation (on airport charges, groundhandling) are there improvements that could be made to help ensure that EU airports provide efficient, high-quality services to citizens and businesses?

- ● Yes
- ○ No
- ○ No opinion / Not sure

19b. If yes, please provide suggestions on possible actions or initiatives in these areas.

```
Simplifier la réglementation pour faciliter la gestion des aéroports et
améliorer la qualité de service aux passagers.
```

> En revanche, il n'apparaît pas utile de prendre de nouvelles initiatives
> en matière de redevances aéroportuaires.

*20a. Should the performance-based approach(*) applied in the field of air traffic management under the Single European Sky policy be extended to cover other elements of the air transport industry value chain?
(*) Performance-based approach: development and implementation of a performance scheme involving the setting of performance targets, the monitoring of the performance levels and of the effectiveness of actions implemented to achieve those targets.

- ◉ Yes
- ○ No
- ○ No opinion / Not sure

20b. If yes, which ones?

> Dans les domaines de la sécurité et de la sûreté.

*21a. The SESAR(*) project proved to be a successful industrial partnership. Should it be extended to cover other sectors beyond air traffic management?
(*) The SESAR Joint Undertaking is an initiative of the EC established by Council Regulation (EC) No 219/2007 of 27.02.2007. As the technological pillar of Europe's ambitious Single European Sky (SES) initiative, SESAR is the mechanism which coordinates and concentrates all EU research and development activities in air traffic management (ATM). SESAR will have a global impact in defining and deploying future generations of ATM. It is established as a public/private partnership with the participation mainly of European aviation industry (manufacturers, air operators, air navigation service providers).

- ○ Yes
- ◉ No
- ○ No opinion / Not sure

21b. In what way?

*22a. Do you agree that the EU should intensify efforts in order to identify and implement measures which can mitigate the effects of an airport capacity crunch(*) ?
(*) Capacity crunch: A situation when airport capacity and airport infrastructure limits demand therefore preventing further growth of traffic

○ Yes
◎ No
◎ No opinion / Not sure

22b. If yes, which would be the action(s) to be taken to ensure that additional airport capacity can be made available where it is required?

☑ Better identification of airport capacity hotspots
☑ Benchmarking of progress in addressing airport capacity hotspots
☐ Other (please specify)

23. In aviation security(*), there is often a compromise between providing a smooth and efficient experience for passengers and ensuring passenger security.
What areas of aviation security do you consider not currently providing a satisfactory balance?
(*) Aviation security means the combination of measures and human and natural resources intended to safeguard civil aviation against acts of unlawful interference

```
Le point le plus problématique est l'inspection filtrage des personnes
et de leurs bagages.
```

24. Do you wish to raise any other points regarding to airport security?

```
Il convient d'éviter l'empilement des mesures qui conduit à une
augmentation des coûts.
```

*25a. Do you believe that current rules under Directive 93/13 on unfair contract terms are sufficiently well applied in the air transport sector?

◎ Yes
◎ No
◉ No opinion / Not sure

26. Mention up to **three** technological developments and advance innovative concepts that you expect will transform the aviation sector in the next 10 years.

```
Digitalisation pour la qualité de service en aéroport.
Économie collaborative
Greentaxiing
```

*27a. Are there areas in which more should be done at EU level to ensure that EU airports provide efficient and quality services to people and businesses?

- ● Yes
- ○ No
- ○ No opinion / Not sure

27b. If yes, please provide suggestions on possible actions or initiatives under these areas.

```
Il convient de favoriser les démarches volontaires de l'industrie dans
ce domaine.
```

28. Do you think that airlines and airports should intensify efforts towards the deployment and promotion of electronic services related to air transport (such as innovative IT solutions like e-tagging of luggage, electronic ID, etc.)?

```
Oui, nous pensons que le numérique et la digitalisation sont un moyen de
renforcer la qualité de service en aéroport.
```

Other questions

29. Please refer to any studies or documents that you think are of relevance for this consultation, with links for online download when possible.

```
Etude ACI sur connectivité
```

30. Please refer to any successful initiatives at regional, national or international level related to aviation that could support the Aviation Package?

31. Are there any other issues you would like to highlight in relation to this initiative?

```
Eu égard à l'importance des ressources extra-aéronautiques pour les
aéroports, pour ce qui concerne les commerces en aéroports et notamment
les commerces hors taxe, il convient de les considérer de manière
spécifique par rapport aux règles générales nationales ou européennes
applicables pour que les aéroports européens puissent sur ce terrain
bénéficier de conditions favorables leur permettant d'agir sur un même
terrain de concurrence par rapport aux aéroports non européens.
```

32. Do you wish to upload any document to support your contribution to the consultation?
   • **7f869199-8257-4bf1-99a4-297e4e7fed76/ACI Europe- Why Connectivity Matters.pdf**

Useful links

About this consultation (http://ec.europa.eu/transport/modes/air/consultations/2015-aviation-package_en.htm)

Background: Why an EU aviation strategy?
(http://ec.europa.eu/transport/modes/air/consultations/doc/2015-aviation-package/background.pdf)

Contact

✉ MOVE-AVIATION-PACKAGE@ec.europa.eu