

**Question for written answer E-001419/2017
to the Commission**
Rule 130
Ole Christensen (S&D)

Subject: An aviation strategy for Europe

On 16 February 2017 the European Parliament adopted a report on an aviation strategy for Europe. It calls on EASA and the Member States to continue scrutinising new business and employment models in order to ensure aviation safety, and asks the Commission to regulate where necessary. It notes that particular attention should be paid to, among other things, zero-hour contracts, pay-to-fly schemes, bogus self-employment and the situation of crew from third countries on EU-registered aircraft.

In addition, Parliament acknowledges 'the need to clarify the 'home base' criterion and the definition of 'principal place of business', so as to ensure that they can be applied consistently and effectively prevent use of flags of convenience and 'rule-shopping' practices'.

Is the Commission concerned about the development of forms of employment that have characterised the aviation industry in recent years?

Is the Commission planning to develop initiatives to improve working conditions, update rules on home bases and principal place of business and to do something about unfair competition in the aviation industry? If so, what and how?

Is the Commission planning to take account of Parliament's report, particularly the social and employment-related aspects, in the aviation strategy it presented on 7 December 2015?