

**12 October 2016**

Because of its markedly international nature and its crucial economic and environmental impact, European aviation policy has become the subject of lively debate among European policy makers. The European Union's policy towards aviation sector has a substantial internal component, with -among others- legislation concerning liberalisation, working conditions and passenger privacy. However, the aviation policy has an equally significant external facet because of its strategic importance to the different international actors. One of the principal challenges faced by decision makers on the international stage is the greening of the aviation sector. Recently, the 191 members of the International Civil Aviation Organisation reached an agreement aimed at ensuring carbon neutral growth in the air transport sector, marking an important step forward towards greener aviation.

Employment and working conditions in EU civil aviation

Briefing by Maria Juul, April 2016

Since the liberalisation of the aviation market in the early 1990s, the industry has gone through notable changes which have also impacted employment and working conditions. EU institutions have repeatedly examined working conditions in civil aviation as worries arose in the European Parliament and within the European Economic and Social Committee over atypical forms of employment caused by these changes in the market. Although the European Commission's 2015 aviation strategy deals with working conditions, it did not present any new legislative initiative on this issue.

New civil aviation safety rules

Briefing by Maria Juul, January 2016

In December 2015, the European Commission proposed to replace the current Regulation on civil aviation safety and the European Union Aviation Safety Agency (EASA). The new proposal would introduce risk- and performance-based rules, close some safety gaps and envisages to interlink safety more closely with other policy domains. It proposes to strengthen EASA's role and to encourage a more efficient use of its resources. It also introduces requirements for drones. Initial reactions have generally welcomed the updated rules, while some stakeholders disagree with the extension of the role of EASA or seek stronger requirements on drones.

Airports in the EU: Challenges ahead

In-depth analysis by Ariane Debyser, June 2016

This analysis provides a comprehensive overview of the challenges confronting EU airports, beginning with an overview of historical developments up to today, and focusing in particular on connectivity issues, the economics of airports, and future trends. The second part looks at the measures taken by the EU to tackle the challenges facing airports, including the Commission's recent Aviation Strategy for Europe.

EU external aviation policy

Briefing by Ariane Debyser, May 2016

This briefing covers the International Civil Aviation Organization (ICAO), the development of the EU's external aviation policy, its current challenges and recent developments. It also analyses the views of the European Parliament on the EU's external aviation policy.

ICAO Agreement on CO2 emissions from aviation

At-a-glance by Ariane Debyser, October 2016

At its 39th triennial Assembly, the International Civil Aviation Organization (ICAO) reached an agreement to tackle international aviation emissions. The first agreement of this type applying to a specific sector of the economy, its key component is the establishment of a global market-based measure to offset CO2 emissions from international aviation.

Further reading

[The Single European Sky](#)

Briefing by Ariane Debyser, March 2015

[Review of the aviation package: Implementation Appraisal](#)

Briefing by Lorna Schrefler, June 2015

[Civil drones in the European Union](#)

Briefing by Maria Juul, October 2015

[The European Aviation Safety Agency](#)

At-a-glance by Maria Juul, July 2015

[Transport CO2 emissions in focus](#)

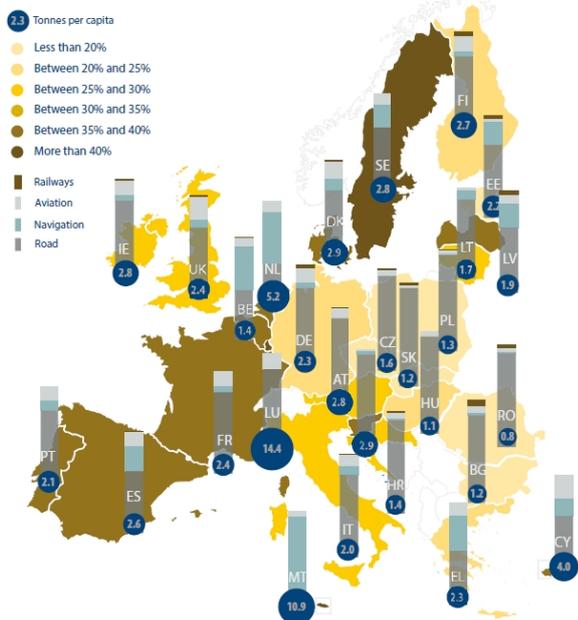
Infographic by Eulalia Claros and Marketa Pape, November 2015

[The International Civil Aviation Organization](#)

At-a-glance note by Maria Juul, May 2016

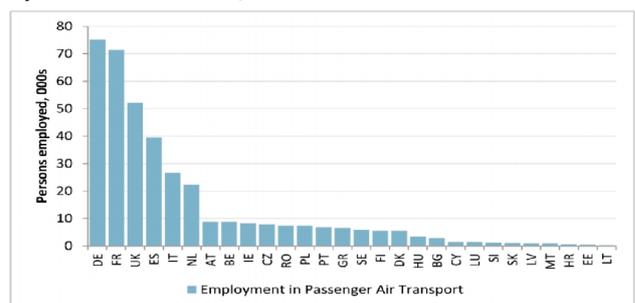
More in the [Graphics Warehouse](#)

CO₂ emissions from transport per capita, as share of total emissions and by transport mode, 2012



Source : EPRS, Based on data of the European Commission

Figure 1 – Direct passenger air transport employment by EU Member State, 2013



Data source: Commission [staff working document](#), 2015.

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