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## CEAC / ECAC<sup>1</sup>

Founded in 1955 as an intergovernmental organisation, ECAC's objective is

- ✍ to promote the continued development of a safe, efficient and sustainable European air transport system. In so doing, ECAC seeks to:
- ✍ harmonise civil aviation policies and practices amongst its Member States
- ✍ promote understanding on policy matters between its Member States and other parts of the world.

Its long-established expertise in aviation matters, its membership across Europe, its close liaison with the International Civil Aviation Organization (ICAO) and the Council of Europe, its active co-operation with the institutions of the European Union, its special relationship with EUROCONTROL and the Joint Aviation Authorities (JAA), and its working relations with a wide circle of organisations representing all parts of the air transport industry, including consumer interests, allow ECAC to be a forum for discussion of every major civil aviation topic.

ECAC has pragmatic and co-operative arrangements in place for consultation with other international organisations. For subjects on which work is being done in other organisations, ECAC's added value lies in its integrating policy on a wider geographical basis. ECAC regards itself as the representative voice of pan-European civil aviation.

ECAC actively seeks and promotes arrangements, understandings and contacts with other regional organisations and States on a range of civil aviation issues of common interest.

ECAC issues resolutions, recommendations and policy statements which are brought into effect by its Member States. Under its auspices, international agreements have been concluded.

ECAC offers a forum for discussion and decision to European Ministers of Transport.

The Conference conducts, at regular intervals, international symposia and seminars. •••

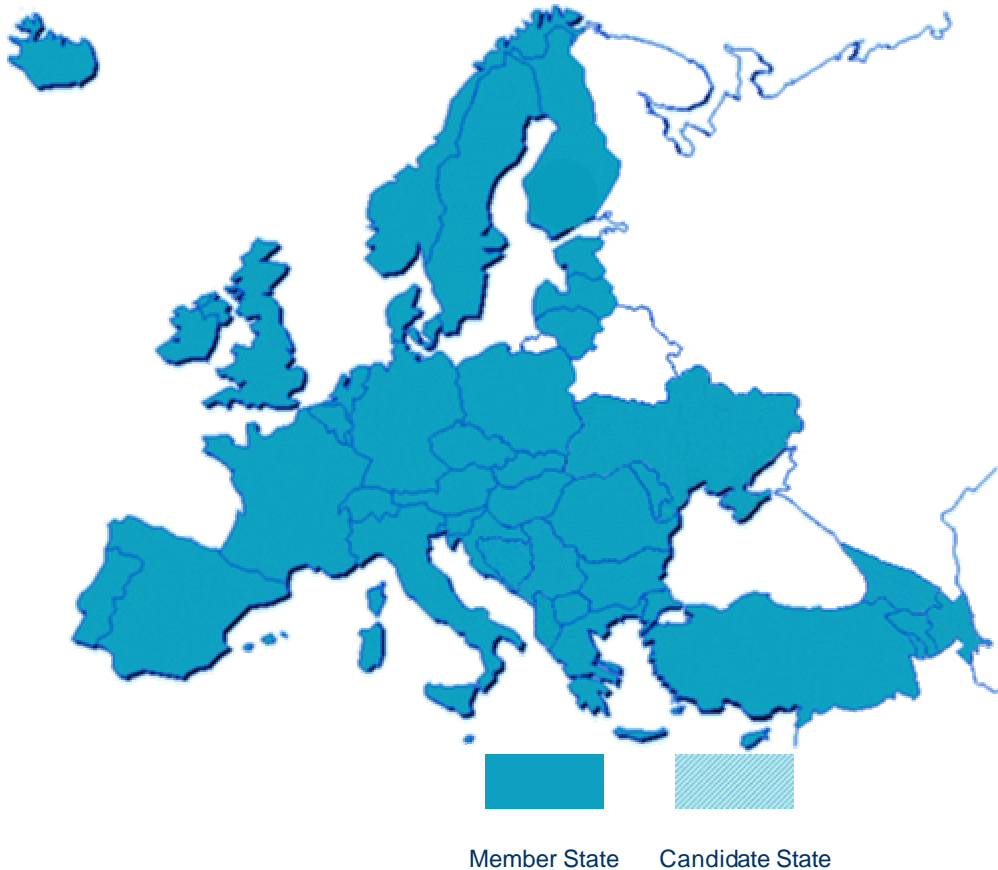
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<sup>1</sup> Adaptado de <http://www.ecac-ceac.org/>

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## ECAC Member States

ECAC covers the widest grouping of Member States of any European organisation dealing with civil aviation. Currently it is composed of 42 Member States:



Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Moldova, Monaco, Netherlands, Norway, Poland, Portugal, Romania, Serbia and Montenegro, Slovakia, Slovenia, Spain, Sweden, Switzerland, The former Yugoslav Republic of Macedonia, Turkey, Ukraine, United Kingdom.

## How ECAC Functions

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ECAC meets in Plenary Session triennially and more frequently, if required. Directors General of Civil Aviation meet at regular intervals to discuss and resolve policy issues. Meetings at Ministerial level can be held when a topic is of sufficient Europe-wide importance and decisions at that political level are needed.

The Triennial Session establishes ECAC's work programme and budget. Selection of items for the work programme takes into account:

- ? the importance and interest of the subject to a large number of Member States or to other European organisations;
- ? the possibility of an acceptable solution to the problems involved;
- ? co-operation with, and possibility of making an effective contribution in particular to the work of the European Commission and to ICAO.

Day to day work is managed by a Co-ordinating Committee, comprising the President of ECAC, who is elected for a three-year term of office, three Vice-Presidents, and Focal Points who are Directors General of Civil Aviation taking responsibility for specific fields of ECAC activity undertaken by specialist working groups and task forces.

The Joint Aviation Authorities (JAA) Board is currently an Associated Body of ECAC. It oversees an Arrangement between a growing number of ECAC Member States, providing for co-operation in developing and implementing common safety standards and procedures.

The ECAC Secretariat, under the direction of its Executive Secretary, comprises a multinational team of experts with wide experience in all aspects of civil aviation.

ECAC is based in Paris and its working languages are English and French. ...

## Events which led up to the establishment of ECAC

A European air transport body was first envisaged when the Consultative Assembly of the Council of Europe considered, in 1951, certain proposals (1) submitted to it with a view to achieving the greatest possible degree of co-ordination in inter-European air transport. The Consultative Assembly at that time recommended to its Committee of Ministers that a conference of governmental experts and of representatives of the various European air companies be immediately convened in order:

a) to examine the possibility of setting up, under conditions to be laid down and approved, an association of airline companies to take charge of air communications between Member States, or

b) to report on other possible methods of achieving closer collaboration in order to secure the economic and efficient operation of European air transport

The Committee of Ministers, however, decided not to convene such a conference, but instead agreed that ICAO, as the most appropriate body, should be invited to undertake the task. This decision was embodied in a resolution (2) adopted on 19 March 1953, inviting ICAO to convene a European conference to debate the following agenda:

a) Methods of improving commercial and technical co-operation between the airlines of the countries participating in the conference.

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b) The possibility of securing closer co-operation by the exchange of commercial rights between these European countries.

The Council of ICAO, in response to the invitation of the Council of Europe, adopted in May 1953 a resolution (3) expressing ICAO's desire to co-operate with the Council of Europe to the fullest extent practicable, but suggesting that, before a full-scale conference was actually convened, a preparatory committee should be established in order to ensure that ICAO's role would be clear and effective and to determine clearly the issues involved. This preparatory committee would be charged with the study of the agenda proposed for the conference and any other material referred to it, would give preliminary consideration to the problems arising under the proposed agenda, and would report its findings to the Council of ICAO.

The Preparatory Committee consisting of nine States met in Paris in November 1953 and, having carried out the tasks assigned to it by its terms of reference, reported to ICAO that it had reached unanimous agreement on an agenda for the plenary conference, which, it suggested, should be convened in the spring of 1954 (4). The proposed agenda was drawn up to allow the widest latitude in debate and ranged from a general examination of the possible expansion of air transport in Europe (including the exchange of commercial rights), to the measures necessary to achieve the maximum degree of facilitation within the territories of Member States. The matters covered by it thus formed a framework from within which the work programme of ECAC was subsequently developed. ●●●

### **The European Civil Aviation Conference**

ECAC held its inaugural session in Strasbourg at the end of 1955. The session established a Constitutional Commission which considered the formal establishment and status of the "Conference" as it is usually called, its Rules of Procedure and its relationship with ICAO as well as with those European governmental and non-governmental agencies whose task might be closely associated with that of ECAC.

When discussing its constitution, the Conference agreed that the provisions of Recommendation No. 28 of CATE afforded a satisfactory criterion for establishing ECAC, and then proceeded to examine three possible alternatives, that ECAC should be:

a) a completely independent agency

b) a body subordinate to ICAO and entirely integrated with that Organisation, as anticipated in Article 55(a) of the Chicago Convention;

c) a body of intermediate status, as contemplated in CATE Recommendation No. 28, which would formulate its own work programme, call its own meetings and establish their agenda, but would work in the closest liaison with ICAO and would use the services of the ICAO Secretariat.

The Conference examined the three alternatives with care and came to the conclusion that a body of intermediate status afforded the greatest advantages. One reason for this decision was that ECAC, subject to ICAO's concurrence, would be provided from the outset with a competent and fully-trained Secretariat, which would be able to service its meetings and keep its records. At the same time it recognised that some sort of financial arrangement would have to be concluded with ICAO to cover the convening, running and preparation of ECAC meetings, and the Conference proceeded to adopt the following formal resolution

### **Resolution formally constituting ECAC (ECAC/1-RES.1, 1955)**

THE CONFERENCE RESOLVES:

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that the European Civil Aviation Conference is constituted as follows:

1) The European Civil Aviation Conference (hereinafter called the Conference) will meet in ordinary Plenary Session every three years; extraordinary Sessions may be convened by the Bureau and must be convened if the Bureau receives a request from eight Member States.(7)

2) The Conference shall be composed of the States invited to be members of the 1954 Strasbourg Conference on Co-ordination of Air Transport in Europe(8) together with such other European States as the European Civil Aviation Conference may unanimously admit as members.(9)

3) The objects of the Conference are:

*a)* to continue the work of the aforesaid 1954 Conference and of its own first session, held in November-December 1955, as set forth in the agenda and records of the proceedings of those meetings;

*b)* generally to review the development of intra-European air transport with the object of promoting the co-ordination, the better utilisation, and the orderly development of such air transport;

*c)* to consider any special problem that may arise in this field.

4) The Conference shall bring within its scope all matters relevant to these objects and shall supersede independent and more specialised arrangements for carrying out said objects.

5) The functions of the Conference shall be consultative and the conclusions and recommendations shall be subject to the approval of governments.

6) The Conference shall determine its own internal arrangements and procedures, including the formation of:

*i)* groups of limited membership to study and discuss matters presenting special interest to certain members only; and

*ii)* committees of experts to deal with specific aspects of intra-European air transport.

7) States should be represented at meetings of the Conference by delegations in number and rank suitable for handling the problems to be discussed, it being understood that heads of delegations would normally be officials of high level.

8) The Conference shall maintain close liaison with ICAO. It shall also establish relations with any other governmental or non-governmental international organisation concerned with European air transport.

9) The Conference will, at least at the outset, not establish a separate secretariat of its own, but requests the Council of ICAO to provide, to the extent practicable:

*a)* secretariat services for studies, meetings, or otherwise;

*b)* maintenance of records of the meetings, correspondence, etc., in the ICAO Paris Office. ●●●