

governed civil aviation under the Chicago Convention since the end of the last war.

Against the perspective of these broader considerations I propose to outline the statutory background, elements, direction and scope of the European Community's (EC) common air transport policy. I will then point to the multilateral (Chicago Convention)¹ and bilateral agreement implications and to related economic aspects, and to developments in civil aviation environment including globalization.

Air Transport, Rome Treaty and Single European Act

It should be recalled at the outset that the Treaty of Rome,² which entered into force on 1 January 1958, specifically excluded air transport from the establishment of a common transport policy within the European Economic Community Market. Under Article 61, the free movement of services in respect of air transport was governed by Article 84. Under Article 84 of the Treaty, the common transport policy would apply to rail, road and inland transport; whether and to what extent provision might be made for sea and air transport was to be decided by unanimous vote of the Council. The required unanimity was met with the adoption of the Single European Act.³ Article 13 of the Act provides for the addition of a new Article 8a of the Rome Treaty whereby "The Community should adopt measures with the aim of progressively establishing the internal market over a period expiring