

Assessment of achievement of the ACARE goals from the perspective of beyond Europe's borders cooperation

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Europe is entering a new age of development which defines new challenges resulting from technological development, increased human mobility and the globalization of changes. The effect of these changes are opportunities, but also the risks associated with these changes. One of the most important sectors of the market is transport, which concentrates all the effects of the changes taking place in a particularly significant way. Air transport, due to its specificity resulting from the most advanced level of technical development and very high market importance, is particularly sensitive and susceptible to the influence of development conditions. Air transport and the industry cooperating with it are of great social and political importance, ensuring global dominance of the most developed countries.

The European air transport system is part of a global system, the development of which must take into account cooperation not only in Europe but also with other countries outside of Europe, to achieve sustainable development in the areas defined by ICAO. A shared vision for the development of the aviation sector was developed by the European Commission with the lead role of the Advisory Council for Aeronautics Research in Europe (ACARE), as part of FlightPath 2050 Goals. The development vision assumes that the European aviation community is a world leader in sustainable aviation products and services that meet the needs of EU citizens and society to improve the competitiveness and sustainable development of the European Union in the field of aviation. It also required aligning the goals of the FlightPath 2050 agenda with those of ICAO, taking into account the ambitions and development plans of the largest actors in the European aviation sector.

Due to the global nature of air transport and other aviation sectors, global cooperation should be considered to achieve the expected results in terms of efficiency and safety of industry and air transport. This cooperation must take into account the specificity of the European transport market related to the location of a large number of airports in a relatively small area and the high volume of air traffic, as well as the specificity of the market, which affects the condition of the aviation industry in Europe.

The Flightpath 2050 agenda was published in 2011. The agenda formulated 23 main goals, the implementation of which should ensure the achievement of sustainable and competitive development of the aviation sector in Europe. Currently, PARE (Perspectives for Aeronautical Research in Europe), the European initiative funded by the Horizon 2020 programme (GA No. 769220) assesses the topicality, progress, gaps and barriers in achieving the ACARE goals. The formulated conclusions contain proposals of suitable measures to close the remaining gaps and may be a factor triggering cooperation between European stakeholders to achieve the strategic goals of Flightpath 2050.

The paper analyses the state of European cooperation with other countries in the world in the most important areas of air transport (ATM, certification, environmental impact and safety) in achieving common goals, taking into account development directions of air transport and the aviation industry in Europe formulated in the Flightpath 2050 report.