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15100/16
ADD 1 COR 2

PV/CONS 64
TRANS 476
TELECOM 265
ENER 415

DRAFT MINUTES

Subject: **3505th** meeting of the Council of the European Union
(Transport, Telecommunications and Energy),
held in Brussels on 1, 2 and 5 December 2016

In 15100/16 ADD 1:

- **On page 7, the statement by Italy, Belgium, Denmark and Finland should read as follows:**

"Italy, Belgium, Denmark and Finland have tried to save article 109(f) proposing two compromise texts aimed at reaching the rational use of resources and cost neutrality with respect to Eurocontrol charges, for airspace users.

Italy, Belgium, Denmark and **Finland** support that regulatory tasks, other than rulemaking activities, performed by EASA under the ATM/ANS performance system, are to be financed by Member States contribution funded through aviation user charges without prejudice of other revenues under the discretion of the Member States.

At the same time, Italy, Belgium, Denmark and **Finland** acknowledge the need for extra funding to EASA to deal with ATM/ANS rulemaking activities. This can be financed as well on a temporary basis by Member States contribution funded through the user charge system, provided the cost neutrality is guaranteed. However the possibility for financing of rulemaking activities by member States contribution through user charges should be extended for symmetry as to the other aviation domains.

In addition to those Member States which supported our second compromise proposal, Italy, Belgium, Denmark and **Finland** also acknowledge that a group of Member States expressed their intention to keep this option and establish their final position on the basis of the Commission-EASA-Eurocontrol pan-European roadmap whose purpose was to clarify the tasks that have been transferred from Eurocontrol to EASA in order to avoid overlapping between the two institutions.

The EASA activities funded through part of the national cost bases of Members States should be determined in accordance with the procedures of the ATM/ANS Performance System, and be subject to a specific EASA Performance Plan.

Italy, Belgium, Denmark and **Finland** also acknowledge that art. 109 (f) was supported by the European Parliament, namely the vast majority of the political Groups and national delegations during the vote on EP Transport Committee last 10 November 2016."

– **On page 8, the title of the statement by Ireland should read as follows:**

"Statement by Ireland **concerning** offshore service vessels"
