



Council of the
European Union

018052/EU XXVI. GP
Eingelangt am 18/04/18

Brussels, 18 April 2018
(OR. en)

7466/18

AVIATION 52
FIN 255

OUTCOME OF PROCEEDINGS

From:	General Secretariat of the Council
To:	Delegations
No. prev. doc.:	ST 7117/18 AVIATION 48 FIN 228
Subject:	Council Conclusions on the European Court of Auditors' Special Report No 18/2017 entitled "Single European Sky: a changed culture but not a single sky" – Outcome of proceedings

Delegations will find, attached, the final version of the above-mentioned Council Conclusions, as adopted by the Council on 16 April 2018.

COUNCIL CONCLUSIONS

on Special Report No 18/2017 of the European Court of Auditors: "Single European Sky: a changed culture but not a single sky"

THE COUNCIL

1. TAKES NOTE of the European Court of Auditors' Special Report No 18/2017 "Single European Sky: a changed culture but not a single sky" and of its open and critical approach to the implementation of some components of the EU's Single European Sky (SES) initiative, assessing whether they have been effective in establishing a more efficient European Air Traffic Management (ATM) system.
2. RECALLS the adoption of the first SES legislative package in 2004, subsequently revised and extended in the 2009 SES II package, which introduced a performance scheme, a revised charging scheme, the requirements for functional airspace blocks and created a Union regulatory framework for network functions.
3. RECALLS Council Regulation (EC) No 219/2007 establishing the SESAR Joint Undertaking, in view of developing the new generation of the European ATM system.
4. RECALLS the Commission's Aviation Strategy adopted on 7 December 2015, in particular Chapter II.2.2 on 'Completing the Single European Sky' which stresses the Commission's views on how to unleash the potential for aviation through a fully optimised ATM system in Europe.
5. RECALLS the Council's position on the SES II + package, adopted in December 2014.

6. STRESSES that the SES High Level Goals have a political aspirational nature and depend mainly on the evolution of air traffic over the long term. Therefore the Commission, in consultation with the Member States, should ensure that they are reviewed in the light of experience, are evidence based as far as possible, are based on achievable and sustainable objectives and are reflected in the updates of the ATM Master Plan.
7. UNDERLINES that progressive integration of services, in particular through use of new technology resulting from comprehensive innovation cycle, should target fragmentation of the European ATM system. Should new policy options be proposed, they should have strong political support, balanced legal measures where necessary, as well as the full engagement of civil and military stakeholders.
8. HIGHLIGHTS the importance of the independence and capacity of national supervisory authorities in the exercise of their functions under the SES legislative package. These include the proper oversight of the financial performance of air navigation service providers.
9. SUPPORTS the streamlining of the performance and charging schemes, with a view to reducing the administrative burden for the Member States, the Commission, national supervisory authorities and air navigation service providers.
10. UNDERLINES that the Council position of December 2014 defines adequate answers to the issues referred to in points 9 and 10.
11. UNDERLINES that, while bearing in mind the need for a seamless performance of the network as a whole, the establishment of the performance targets and the criteria for their assessment should rely on an inclusive and cooperative approach involving all stakeholders concerned and taking full account of local circumstances.

12. STRESSES that the performance scheme should be based on a limited set of performance indicators which should be fit for the purpose of monitoring performance, relevant for the functioning of the European network and based on the lessons learned from former reference periods, in particular where capacity and cost efficiency are concerned. These should be developed with the full involvement of all relevant stakeholders.
13. RECALLS the importance of ATM Research and Development (R&D) for ensuring the availability of innovative and cost-effective technological and operational solutions for the future ATM environment. Public private partnerships should be instrumental in fostering the development, validation and timely deployment of these solutions.
14. STRESSES that the financial support to Union R&D should aim at encouraging both the development of new solutions and their implementation through common projects, and, where appropriate, the reduction of fragmentation of the European ATM system. In this context, global and regional interoperability should be an objective, sharing of infrastructure and services should be encouraged, automation and digitalisation should be explored as possible means of making the European ATM system more efficient, while taking into account the human dimension.
15. INVITES the Commission to reflect on the achievements of the SESAR project; and NOTES that SESAR project aims to offer opportunities for consolidation and rationalisation of the existing ATM infrastructure in a coordinated manner at European level, as well as further modernisation and harmonisation of the ATM system based on digital and satellite technologies.
16. ACKNOWLEDGES that the recommendations of the Special Report constitute an opportunity to reflect on how to ensure a coherent, streamlined, effective and efficient European ATM system.
