



Council of the
European Union

Brussels, 1 June 2021
(OR. en)

Interinstitutional Files:

2020/0264(COD)
2013/0186(COD)

9162/21
ADD 4

AVIATION 134
CODEC 772
IA 101

REPORT

From: General Secretariat of the Council
To: Council

No. prev. doc.: ST 8419/21 ADD1-3 + ADD1COR1
No. Cion doc.: ST 10840/20 + ADD 1, ST 10841/21 + COR 1, ST 11020/20

Subject: Amended proposal for a Regulation of the European Parliament and of the Council on the implementation of the Single European Sky (recast)
Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EU) 2018/1139 as regards the capacity of the European Union Aviation Safety Agency to act as Performance Review Body of the Single European Sky
– General approach

Delegations will find in annex a statement by Finland, Ireland, Malta and Spain on SES 2+ package.

JOINT MEMBER STATE STATEMENT ON SES2+ LEGISLATIVE REFORM PACKAGE

The SES 2+ legislative package is a complex file with a challenging legal and operational environment and a wide range of stakeholders. Change in such circumstances is always difficult. Recognising this, and in the light of these extraordinary times caused by the coronavirus pandemic and the undoubted complexities involved, the parties to this Joint Statement - Finland, Spain, Ireland and Malta - recognise the efforts undertaken by the Presidency in trying to make progress at an especially difficult period for European aviation. Therefore, in order to make further progress on this file, the parties to this Joint Statement will vote in favour of the proposed general approach put before Council.

However, as we move through the next phase in the legislative process, and to continue building on the work done so far on SES 2+, we look forward to advocating for agreement between Council and Parliament on further structural and procedural reforms to help nurture a more environmentally friendly, resilient, and globally competitive Single European Sky. In terms of how this might be brought about, we see scope for further development of the economic regulation of air navigation service provision and its supervision, an enhanced role for the Network Manager, better coordination of the European airspace network, and the greater uptake of digital ATM technologies to further improve service performance and to reduce aviation's environmental impact.

In seeking through these objectives to maximise the value offered by a competitive air traffic management system, this essential actor in the aviation value chain can, in partnership with an environmentally conscious and responsible airline community, play its part in building back a more sustainable and "greener" aviation sector, while at the same time facilitating the wider connectivity and economic development that aviation generates for the broader European economy. It is therefore essential to ensure that Europe's ATM system, airlines, and airports, are all acting in unison in striving to achieve these common goals to address any unwelcome return to previously experienced capacity constraints and the increasingly urgent environmental concerns facing us all.

We therefore anticipate the trilogue negotiations between Council and Parliament as an opportunity to take something positive out of Covid-19, rather than being defined by it. Whilst understandably the impact of the present global pandemic has drawn attention away from what was a burning airspace capacity crisis in 2019, there is an underlying medium-term capacity constraint in European airspace and an environmental imperative that needs to be addressed. If history teaches us anything, the time to address these matters is not when the system is near to collapse or when the environmental situation deteriorates further, but now.
