



Procedure file

Basic information		
INI - Own-initiative procedure	2012/2005(INI)	Procedure completed
Implementation of the Single European Sky legislation		
Subject		
3.20.01 Air transport and air freight		
8.50.01 Implementation of EU law		

Key players				
European Parliament	Committee responsible	Rapporteur	Appointed	
	TRAN Transport and Tourism		12/01/2012	
		ECR FOSTER Jacqueline		
		Shadow rapporteur		
		PPE MARINESCU Marian-Jean		
		S&D DANELLIS Spyros		
	ALDE MEISSNER Gesine			
	Verts/ALE LICHTENBERGER Eva			
	Committee for opinion	Rapporteur for opinion	Appointed	
	AFET Foreign Affairs		06/03/2012	
		S&D KIRILOV Evgeni		
	EMPL Employment and Social Affairs	The committee decided not to give an opinion.		
	IMCO Internal Market and Consumer Protection	The committee decided not to give an opinion.		
	JURI Legal Affairs	The committee decided not to give an opinion.		
European Commission	Commission DG	Commissioner		
	Mobility and Transport	KALLAS Siim		

Key events			
14/11/2011	Non-legislative basic document published	COM(2011)0731	Summary
19/01/2012	Committee referral announced in Parliament		
10/07/2012	Vote in committee		
24/07/2012	Committee report tabled for plenary	A7-0254/2012	Summary
22/10/2012	Debate in Parliament		
23/10/2012	Results of vote in Parliament		
23/10/2012	Decision by Parliament	T7-0370/2012	Summary
	End of procedure in Parliament		

Technical information	
Procedure reference	2012/2005(INI)
Procedure type	INI - Own-initiative procedure
Procedure subtype	Initiative
Legal basis	Rules of Procedure EP 54
Other legal basis	Rules of Procedure EP 159
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/7/08576

Documentation gateway					
Follow-up document		COM(2011)0731	14/11/2011	EC	Summary
Committee draft report		PE483.494	25/04/2012	EP	
Amendments tabled in committee		PE491.198	08/06/2012	EP	
Committee opinion	AFET	PE486.143	25/06/2012	EP	
Committee report tabled for plenary, single reading		A7-0254/2012	24/07/2012	EP	Summary
Text adopted by Parliament, single reading		T7-0370/2012	23/10/2012	EP	Summary
Commission response to text adopted in plenary		SP(2013)71	01/03/2013	EC	

Implementation of the Single European Sky legislation

The Committee on Transport and Tourism adopted the own-initiative report by Jacqueline FOSTER (ECR, UK) on the Implementation of the Single European Sky Legislation.

Timeframe: the report notes that 2012 is expected to be a pivotal year for the implementation of the SES. Whilst recognising the constraints that exist with regard to the implementation of the SES legislation, Members consider that it is necessary to build significantly on the progress made so far, laying down binding timeframes for the implementation of the SES but also taking account of business considerations. They underline the need to push ahead with the implementation of the SES legislation, as well as with the performance scheme for air navigation services and network functions in particular.

Noting that Europes airspace is among the busiest in the world, with over 750 million passengers using EU airports, and this figure is expected to double by 2030, the committee warns that the increase in air traffic means that Europes airspace is fast approaching its maximum capacity and that this problem needs to be urgently addressed. It also notes that maintaining Europes consistently high levels of safety and operational conditions is becoming more and more of a challenge, and urges Member States and the Commission to clarify the role of the relevant European bodies.

Members highlight the fact that in the Commissions latest communication on the subject it was estimated that there could be a cumulative impact on EU GDP of EUR 419 billion during the period 2013-2030 in the EU-27, with 328 000 jobs being created directly or indirectly and a net saving in CO2 emissions of some 50 million tonnes, if there is a full and timely deployment of the Single European Sky Air Traffic Management Research (SESAR) technology.

The timely introduction of SESAR will bring practical benefits for passengers, resulting in flight times being shortened by approximately 10% (or nine minutes), 50% fewer flight cancellations and delays, and a possible reduction in air fares. However, should the deployment of SESAR be delayed by ten years the overall impact would be catastrophic, since there would be a loss of around EUR 268 billion as a result of a reduced cumulative impact on EU GDP, with some 190 000 fewer jobs being created and some 55 million tonnes less saved in CO2 emissions.

The committee asks the Commission to report back:

- on the progress made towards the implementation of the performance scheme by all Air Navigation Service Providers (ANSPs) by December 2012;
- on the progress made with regard to the implementation of the SES legislation by March 2013, including an evaluation of the consequences of the delays in implementing the Functional Airspace Blocks (FAB)s.

Political input: the committee reminds Member States that the latter have publicly committed themselves to achieving the goal of a Single

European Sky, and insists that they must remain proactive and involved in the implementation of this legislation. It calls on Member States to submit national performance plans in line with EU performance targets, and to adopt the revised performance targets proposed by the Commission, and it calls on the Commission to initiate appropriate action in case of failure to meet the deadlines for the implementation of this legislation.

Members regret the fact that despite its considerable social and environmental benefits the SES project is not sufficiently known or understood by the public, and invite the Commission, Member States and stakeholders to increase their public communication efforts.

Recalling that 4 December 2012 is the deadline for completion of implementation of Functional Airspace Blocks (FABs), but that the latest reports indicate that the situation is far from complying with this provision of the SES legislation, the committee remains extremely concerned that the creation of FABs across Europe is not only behind schedule but also lacks substance. It calls on the Commission to thoroughly monitor developments and, if necessary, take legal action, including sanctions, vis-à-vis Member States violating their obligations under the SES legislation. Members stress that without FABs the SES cannot be completed. The Commission is asked to:

- propose a strategy to accelerate the implementation of the FABs which includes the full implementation of centralised models (e.g. Network Manager, SESAR Joint Undertaking, Deployment Manager);
- make greater use of its cautioning methods, and, should these not succeed, take out infringement proceedings against those Member States which have not yet signed the agreements for establishing their FABs.

Members feel that the most effective and efficient way of creating the SES is by means of a top-down approach, and therefore ask the Commission to propose measures to eliminate the consequences of the delay in the implementation of FABs, and to switch from the bottom-up to the top-down approach swiftly, in order to ensure that the objectives of the SES II legislative package are achieved.

Member States are asked to:

- ensure that the issue of lack of resources, especially with regard to the National Supervisory Authority, is addressed swiftly at national political level;
- provide the necessary funding as soon as possible for the completion of the SES.

SESAR Deployment Strategy: Members acknowledge that there has been substantial financial investment by both industry and the EU in research and development for the SESAR technology, and believes it is now time to put in place the measures necessary to reap the benefits of that investment with the implementation of the SES legislation. Despite the requisite major investment, a number of important and tangible benefits stem from harmonisation, including flight optimisation, fuel efficiency, noise reduction, less air pollution and a reduced impact on climate change, as well as the flexible and safe use of a less fragmented sky. Members highlight the efficiency that greater civil-military coordination would achieve, since using joint infrastructure would result in cost-cutting; emphasises that enhanced interoperability between Member States and the realisation of FABs would also produce benefits in terms of cross border operations. Furthermore, technologies have already been developed by the manufacturers and are currently available, which makes the successful implementation of SESAR an achievable goal.

Members stress that the military community is a key actor in the SES context and should be fully involved at all levels and at a very early stage. They urge Member States to speed up their efforts to achieve coordination on the military side.

The Commission is asked to:

- prepare a legislative proposal on the future role of the SESAR Joint Undertaking in good time, as it has a vital part to play in ensuring the success of the SES;
- rapidly to set up the governance, incentive and financial mechanisms, including public funding, that are needed to ensure the timely and effective deployment of SESAR technologies, involving the relevant authorities and stakeholders and paying particular attention to the implementation of innovative financial instruments;

Lastly, the committee wants to strengthen the EDAs role in building political awareness, networking, assisting with the deployment phase of SESAR and supporting Member States in financial and operational risk analysis.

Implementation of the Single European Sky legislation

The European Parliament adopted a resolution on the Implementation of the Single European Sky Legislation.

Timeframe: Parliament notes that 2012 is expected to be a pivotal year for the implementation of the SES. The critical phase of deployment is on the horizon and must be tackled in a timely, synchronised and coordinated manner. Members consider that it is necessary to build significantly on the progress made so far, laying down binding timeframes for the implementation of the SES but also taking account of business considerations. They underline the need to push ahead with the implementation of the SES legislation, as well as with the performance scheme for air navigation services and network functions in particular.

Noting that Europes airspace is among the busiest in the world, with over 750 million passengers using EU airports, and this figure is expected to double by 2030, Parliament warns that the increase in air traffic means that Europes airspace is fast approaching its maximum capacity and that this problem needs to be urgently addressed. It also notes that maintaining Europes consistently high levels of safety and operational conditions is becoming more and more of a challenge, and urges Member States and the Commission to clarify the role of the relevant European bodies.

Members highlight the fact that in the Commissions latest communication on the subject it was estimated that there could be a cumulative impact on EU GDP of EUR 419 billion during the period 2013-2030 in the EU-27, with 328 000 jobs being created directly or indirectly and a net saving in CO2 emissions of some 50 million tonnes, if there is a full and timely deployment of the Single European Sky Air Traffic Management Research (SESAR) technology.

The timely introduction of SESAR will bring practical benefits for passengers, resulting in flight times being shortened by approximately 10% (or nine minutes), 50% fewer flight cancellations and delays, and a possible reduction in air fares. However, should the deployment of SESAR be delayed by ten years the overall impact would be catastrophic, since there would be a loss of around EUR 268 billion as a result of a

reduced cumulative impact on EU GDP, with some 190 000 fewer jobs being created and some 55 million tonnes less saved in CO₂ emissions.

Parliament asks the Commission to report back:

- on the progress made towards the implementation of the performance scheme by all Air Navigation Service Providers (ANSPs) by December 2012;
- on the progress made with regard to the implementation of the SES legislation by March 2013, including an evaluation of the consequences of the delays in implementing the Functional Airspace Blocks (FABs) and reiterating that the proper functioning of the SES can only be assured if the various implementation dates are strictly honoured by all concerned.

Political input: Parliament reminds Member States that the latter have publicly committed themselves to achieving the goal of a Single European Sky, and insists that they must remain proactive and involved in the implementation of this legislation. It calls on Member States to submit national performance plans in line with EU performance targets, and to adopt the revised performance targets proposed by the Commission, and it calls on the Commission to initiate appropriate action in case of failure to meet the deadlines for the implementation of this legislation.

Members regret the fact that despite its considerable social and environmental benefits the SES project is not sufficiently known or understood by the public, and invite the Commission, Member States and stakeholders to increase their public communication efforts.

Recalling that 4 December 2012 is the deadline for completion of implementation of Functional Airspace Blocks (FABs), but that the latest reports indicate that the situation is far from complying with this provision of the SES legislation, Parliament remains extremely concerned that the creation of FABs across Europe is not only behind schedule but also lacks substance. It calls on the Commission to thoroughly monitor developments and, if necessary, take legal action, including sanctions, vis-à-vis Member States violating their obligations under the SES legislation. Members stress that without FABs the SES cannot be completed. The Commission is asked to:

- propose a strategy to accelerate the implementation of the FABs which includes the full implementation of centralised models (e.g. Network Manager, SESAR Joint Undertaking, Deployment Manager);
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SESAR Deployment Strategy: Members acknowledge that there has been substantial financial investment by both industry and the EU in research and development for the SESAR technology, and believes it is now time to put in place the measures necessary to reap the benefits of that investment with the implementation of the SES legislation. Despite the requisite major investment, a number of important and tangible benefits stem from harmonisation, including flight optimisation, fuel efficiency, noise reduction, less air pollution and a reduced impact on climate change, as well as the flexible and safe use of a less fragmented sky. Members highlight the efficiency that greater civil-military coordination would achieve, since using joint infrastructure would result in cost-cutting; emphasises that enhanced interoperability between Member States and the realisation of FABs would also produce benefits in terms of cross border operations. Furthermore, technologies have already been developed by the manufacturers and are currently available, which makes the successful implementation of SESAR an achievable goal.

Members stress that the military community is a key actor in the SES context and should be fully involved at all levels and at a very early stage. They urge Member States to speed up their efforts to achieve coordination on the military side.

The Commission is asked to:

- prepare a legislative proposal on the future role of the SESAR Joint Undertaking in good time, as it has a vital part to play in ensuring the success of the SES;
- rapidly to set up the governance, incentive and financial mechanisms, including public funding, that are needed to ensure the timely and effective deployment of SESAR technologies, involving the relevant authorities and stakeholders and paying particular attention to the implementation of innovative financial instruments.

Parliament wants to strengthen the EDAs role in building political awareness, networking, assisting with the deployment phase of SESAR and supporting Member States in financial and operational risk analysis.

Lastly, Members acknowledge that the business case for investment in SESAR technologies is stronger in larger and more congested hubs than in smaller regional airports or airports serving seasonal routes. They maintain, however, that the performance of the overall network would be improved by a wider spread of SESAR capabilities, aided by public funding.