Implementation of the Single European Sky

2013/0186(COD) - 22/10/2024 - Text adopted by Parliament, 2nd reading

The European Parliament adopted a legislative resolution approving the Council position at first reading with a view to the adoption of a regulation of the European Parliament and of the Council on the implementation of the Single European Sky (recast).

The Council position at first reading reflects the agreement reached between Parliament and the Council in interinstitutional negotiations at early second-reading stage.

The aim of the reform is to improve the performance, organisation, and management of airspaces in the EU and the provision of the air navigation services to increase capacity, lower costs, and increase the system’s adaptability, while also trying to reduce aviation’s impact on environment and climate.

EU performance targets on capacity, cost efficiency, climate and environmental factors for air navigation services will be developed by the Commission and the performance of these services against these targets will be reviewed at least every three years.

An **independent advisory Performance Review Board** will be established to help the Commission and Member States take decisions on the implementation of performance plans for air navigation services to improve network management of EU airspace, that will have to have binding targets and incentives to make flights more efficient and environmentally friendly.

A **national supervisory authority** will be designated by the Member State to assess compliance by air navigation service providers with certain requirements.

The agreement also stipulates that the air navigation service providers and the national supervisory authority can be part of the same organisation as long as they are functionally separated and fulfil **independence requirements**. Member States may merge economic and safety oversight functions in the same administrative entity and they may authorise the opening of certain air navigation services to market conditions.

Lastly, the Council position introduced the possibility for a **mandatory modulation of en route charges** to encourage airspace users to support improvements in climate and environmental performance.