Basic information

2011/0102(NLE) NLE - Non-legislative enactments Decision	Procedure completed
EU–USA–Iceland–Norway Air Transport Agreement, and EU–Iceland–Norway Ancillary Agreement on the application of the Air Transport Agreement **Subject** 3.20.15.02 Air transport agreements and cooperation **Geographical area** Iceland Norway United States	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	DANIELSSON Johan (S&D)	20/01/2026
	Shadow rapporteur ŁUKACIJEWSKA Elżbieta Katarzyna (EPP) ZŁOTOWSKI Kosma (ECR) NÍ MHURCHÚ Cynthia (Renew) TEGETHOFF Kai (Greens/EFA) KOUNTOURA Elena (The Left)	

Former committee responsible	Former rapporteur	Appointed
TRAN Transport and Tourism		
TRAN Transport and Tourism		
TRAN Transport and Tourism		

Council of the European Union

European Commission	Commission DG	Commissioner
	Mobility and Transport	KALLAS Siim

Key events

Date	Event	Reference	Summary
02/05/2011	Preparatory document	COM(2011)0238	Summary
03/11/2011	Initial legislative proposal published	15260/2011	
30/11/2011	Committee referral announced in Parliament		
20/10/2014	Resumption of business from the previous parliamentary term		
21/10/2019	Resumption of business from the previous parliamentary term		
13/11/2024	Resumption of business from the previous parliamentary term		
30/10/2025	Legislative proposal published	12913/2025	
18/03/2026	Vote in committee		
19/03/2026	Committee report tabled for plenary, 1st reading/single reading	A10-0068/2026	
29/04/2026	Decision by Parliament	T10-0144/2026	Summary
29/04/2026	Results of vote in Parliament		
18/05/2026	Act adopted by Council after consultation of Parliament		
22/05/2026	Final act published in Official Journal		

Technical information

Procedure reference	2011/0102(NLE)
Procedure type	NLE - Non-legislative enactments
Procedure subtype	Consent by Parliament
Legislative instrument	Decision
Legal basis	Treaty on the Functioning of the European Union TFEU 100-p2 Treaty on the Functioning of the European Union TFEU 218-p6
Other legal basis	Rules of Procedure EP 165
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/10/00027

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE784.150	09/02/2026	

Committee report tabled for plenary, 1st reading/single reading		A10-0068/2026	19/03/2026	
Text adopted by Parliament, 1st reading/single reading		T10-0144/2026	29/04/2026	Summary

Council of the EU

Document type	Reference	Date	Summary
Document attached to the procedure	10261/2011	14/06/2011	
Initial legislative proposal	15260/2011	03/11/2011	Summary
Legislative proposal	12913/2025	30/10/2025	

European Commission

Document type	Reference	Date	Summary
Preparatory document	COM(2011)0238	02/05/2011	Summary
Document attached to the procedure	COM(2016)0552	06/09/2016	

National parliaments

Document type	Parliament /Chamber	Reference	Date	Summary
Contribution	PT_PARLIAMENT	COM(2011)0238	07/11/2011	

Additional information

Source	Document	Date
National parliaments	IPEX	
European Commission	EUR-Lex	

Final act

Decision 2026/1133
OJ OJ L 22.05.2026

EU–USA–Iceland–Norway Air Transport Agreement, and EU–Iceland–Norway Ancillary Agreement on the application of the Air Transport Agreement

2011/0102(NLE) - 03/11/2011

PURPOSE: to extend the scope of the Air Transport Agreement between the EU-US to Iceland and Norway, whilst retaining the bilateral nature of this Agreement.

PROPOSED ACT: Decision of the Council and of the Representatives of the Governments of the Member States of the European Union, meeting within the Council.

BACKGROUND: the Air Transport Agreement between the EU and the United States signed on 25 and 30 April 2007, as amended by the Protocol to amend the Air Transport Agreement signed by the parties on 24 June 2010, explicitly provides for the accession of third countries to the Air Transport Agreement.

In accordance with the Air Transport Agreement, as amended by the Protocol, the Joint Committee established thereunder has developed a proposal for the accession of Iceland and Norway to the Air Transport Agreement, as amended by the Protocol.

On 16 November 2010 the Joint Committee proposed an Air Transport Agreement between the United States of America, of the first part, the European Union and its Member States, of the second part, Iceland, of the third part, and Norway, of the fourth part ("the Accession Agreement"). The Commission has negotiated an Ancillary Agreement between the European Union and its Member States, Iceland and Norway on the application of the Air Transport Agreement ("the Ancillary Agreement").

The two Agreements were signed on 16 June 2011 and at Oslo on 21 June 2011 respectively, subject to their conclusion at a later date.

It is now necessary to approve the Accession Agreement and the Ancillary Agreement.

IMPACT ASSESSMENT: no impact assessment was carried out.

LEGAL BASIS: Article 100(2) in conjunction with Article 218(6) on the Treaty on the Functioning of the European Union (TFEU).

CONTENT: by this Decision, the “Accession Agreement” is hereby approved on behalf of the Union, as well as the “Ancillary Agreement”.

For further details of the Agreements, please refer to the initial legislative proposal dated 2 May 2011.

BUDGETARY IMPACT: the proposal has no impact on the EU’s budget.

EU–USA–Iceland–Norway Air Transport Agreement, and EU–Iceland–Norway Ancillary Agreement on the application of the Air Transport Agreement

2011/0102(NLE) - 02/05/2011 - Preparatory document

PURPOSE: to extend the EU-US Air Transport Agreement to Iceland and Norway whilst maintaining the bilateral character of the Agreement.

PROPOSED ACT: Council Decision.

BACKGROUND: the EU-US Air Transport Agreement has removed all commercial barriers for flights between any point in the EU and any point in the US. In addition, the US has granted so-called 7th freedom rights to EU air carriers to operate between the US and non-EU countries of the European Common Aviation Area (ECAA), such as Norway and Iceland. However, the ECAA has no external dimension. Therefore, EU air carriers do currently not have the right to operate flights between Norway and Iceland and third countries. In the same way, Norwegian and Icelandic air carriers do currently not have the right to operate between the EU and the US.

The EU-US Air Transport Agreement has created uniform conditions for market access for all Union air carriers, and has established new arrangements for regulatory cooperation between the EU and the US in fields essential for the safe, secure, and efficient operation of transatlantic air services. Norway and Iceland have adopted the complete acquis communautaire in aviation policy. Therefore, the inclusion of both countries in the scope of the EU-US Air Transport Agreement will ensure that all European air carriers applying the acquis communautaire will operate transatlantic air services in a harmonised framework.

IMPACT ASSESSMENT: the Commission that the extension of the Agreement to Iceland and Norway will give EU air carriers the opportunity to take up the rights granted by the US since 30 March 2008 to operate passenger flights between the US and Iceland or Norway.

LEGAL BASIS: Article 100(2), in conjunction with Article 218(6) of the Treaty on the Functioning of the EU.

CONTENT: the Air Transport Agreement signed by the European Community and its Member States and the United States of America on April 25 and 30, 2007 explicitly provides for the accession of third countries to the Air Transport Agreement. Norway and Iceland formally requested the accession to the EU-US Air Transport Agreement in 2007.

In accordance with the Agreement, the Joint Committee developed in its meeting on 16 November 2010 a proposal for the accession of Iceland and Norway to the EU-US Air Transport Agreement. The proposal consists of two parts:

- a four-party "Cover Letter Agreement" which extends the scope of the EU-US Air Transport Agreement mutatis mutandis to Norway and Iceland;
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- an Ancillary Agreement ensures that the bilateral nature of the EU-US Air Transport Agreement is maintained. Norway and Iceland will be represented in the Joint Committee by the Commission for all areas that are not in the exclusive competence of Member States. Rules are established for the exchange of information, the participation in second-stage negotiations, and the representation in arbitration procedures.

Since Norway and Iceland are an integral part of the European Common Aviation Area, these Agreements will ensure a consistent regulatory framework for flights between the US and the single aviation market in the EU - including Iceland and Norway.

The proposal will create commercial benefits for airlines and consumers in the EU and it will particularly ensure the consistency of the EU-US Air Transport Agreement with the common Scandinavian air transport policy. At the same time, the proposal ensures that the bilateral character of the EU-US Air Transport

Agreement is maintained. Iceland and Norway will be committed to the negotiations of a second-stage air transport agreement with the US.

The accession of Iceland and Norway to the EU-US Air Transport Agreement could be a precedent for the accession of Iceland and Norway to other aviation agreements of the Union (e.g. Euro-Mediterranean Aviation Agreement with Morocco).

BUDGETARY IMPLICATIONS: the proposal has no implication for the Union budget.

EU–USA–Iceland–Norway Air Transport Agreement, and EU–Iceland–Norway Ancillary Agreement on the application of the Air Transport Agreement

2011/0102(NLE) - 29/04/2026 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 631 votes to 6, with 10 abstentions, a legislative resolution on the draft Council decision on the conclusion, on behalf of the Union, of the Air Transport Agreement between the United States of America, of the first part, the European Union and its Member States, of the second part, Iceland, of the third part, and the Kingdom of Norway, of the fourth part; and on the conclusion, on behalf of the Union, of the Ancillary Agreement between the European Union and its Member States, of the first part, Iceland, of the second part, and the Kingdom of Norway, of the third part, on the application of the Air Transport Agreement between the United States of America, of the first part, the European Union and its Member States, of the second part, Iceland, of the third part, and the Kingdom of Norway, of the fourth part.

Parliament **gave its consent** to the conclusion of the agreements.

Since 2007, and pending its entry into force, the US-EU Air Transport Agreement (ATA) has been applied provisionally. During its administrative implementation, it has generated considerable economic benefits for both parties. Since the 2010 protocol, the passenger transport market between the EU and the US has experienced significant growth with transatlantic seat capacity rising steadily over the long term and recording strong year-on-year growth in recent years, notably in 2023–2024.

On 2 May 2011, the Commission submitted to the Council a proposal for a Council Decision on the conclusion, on behalf of the Union, of the Air Transport Agreement between the United States of America, the European Union and its Member States, Iceland, and the Kingdom of Norway; and on the conclusion, on behalf of the Union, of the Ancillary Agreement between the European Union and its Member States, Iceland, and the Kingdom of Norway, on the application of the Air Transport Agreement between the United States of America, the European Union and its Member States, Iceland, and the Kingdom of Norway.

On 30 October 2025, the Council sent a letter to the European Parliament requesting its consent to the draft Council Decision on the conclusion of the above-mentioned Agreements.

The US-EU ATA remains the main legal framework governing transatlantic air services It has liberalised market access, capacity, pricing, and routes between the US and EU aviation markets, increased competition and delivered significant benefits for passengers. It has significantly expanded long-haul connectivity: in the 12 months to late-2024 nearly 77 million passengers travelled between the United States and Europe, a record figure well above pre-pandemic levels, and reflecting sustained demand on this key intercontinental corridor.

As regards cargo, the United States remains one of the largest extra-EU air freight markets, accounting for more than 20 % of all goods transported to or from the EU by air.

The 2010 Protocol further strengthens the Agreement by incorporating dedicated social provisions, notably an explicit commitment to high labour standards, and environmental provisions aimed to establish a comprehensive framework to address environmental challenges in aviation, both locally and globally.

The Agreement enhances EU airlines’ market access and supports the ongoing development of the sector. It also provides EU carriers with access to certain US Government-financed transport, including full rights for contracts with civilian US agencies.