



COUNCIL OF  
THE EUROPEAN UNION



## **Council Conclusions on the Communication from the Commission on the "First Report on the implementation of the Single Sky Legislation: achievements and the way forward"**

*2861st TRANSPORT, TELECOMMUNICATIONS AND ENERGY Council meeting  
Luxembourg, 7 April 2008*

The Council adopted the following conclusions:

"THE COUNCIL OF THE EUROPEAN UNION,

1. WELCOMES the Commission Communication on the First Report on the implementation of the Single Sky Legislation: achievements and the way forward;
2. NOTES with satisfaction the progress made with regard to the implementation of the Single European Sky legislation, but ACKNOWLEDGES the need to take further measures to improve performance;
3. RECOGNISES the importance of developments which have taken place since the adoption of the Single European Sky legislation and their positive impact on air traffic;
4. ACKNOWLEDGES the need to integrate the societal requirements, *inter alia* environment and mobility, into the Single European Sky legislation with a view to achieving the Lisbon objectives;
5. INVITES the Commission to develop, in accordance with the recommendations of the High Level Group, an overall system approach, in line with the gate to gate concept, to enhance safety, to improve ATM and to increase cost-efficiency;

# **P R E S S**

6. STRESSES that an EU performance framework should in particular tackle the negative effects of fragmentation, reduce flight inefficiencies and contribute to optimising the environmental performance of aviation;
7. EMPHASISES that this performance framework needs to be based on the Community method, respecting the principles of proportionality, subsidiarity and better regulation, whilst avoiding double regulation;
8. ENDORSES the view that SESAR is one of the cornerstones of the Single European Sky and that the active industry involvement will be instrumental for the successful implementation of this project and should be beneficial to all stakeholders;
9. RECOGNISES that safety oversight functions need to be strengthened on the basis of increased cooperation between national supervisory authorities, including through peer reviews and, as appropriate, through increased use of the Community method;
10. ACKNOWLEDGES the need that Member States should ensure separation between service provision and regulation and continue, where necessary, reinforcing their National Supervisory Authorities in line with the evolution of the SES Regulations;
11. STRESSES that Member States should continue to engage actively in the implementation of the Single European Sky, reiterating the importance of the establishment of Functional airspace blocks (FABs) and reinforced civil-military cooperation at the appropriate level, in particular to optimise the use of airspace based on air traffic flows, taking full account of both civil and military needs
12. EMPHASISES the importance of promoting a pan-European ATM system, as well as the value of extending the principles of the Single European Sky beyond EU borders and SUPPORTS any efforts to advocate these principles to international organisations;
13. WELCOMES in this respect the opportunity to rationalise European ATM institutional arrangements to frame coherent and efficient decision making processes, *inter alia* by adapting Eurocontrol, to reinforce the responsibility of Member States while giving industry an appropriate role in pan-European functions to reflect aviation and ATM developments."

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