

**Question for written answer E-012175/2015  
to the Commission**

Rule 130

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Subject:     SESAR project and SES 2+

The SESAR (Single European Sky ATM Research) project was launched with a view to developing the innovative technological components required for the establishment of a new, interoperable air traffic management system as part of the Single European Sky (SES) scheme.

The goal was to move away from the current fragmented approach to air traffic control and to focus research and development efforts on building homogeneous, modern air traffic control systems that will triple capacity, reduce route costs by half, improve safety by a factor of 10 and reduce the environmental impact of each flight by 10%. These targets have been carried over to the second SES package.

However, owing to airline policy choices and an insufficient degree of harmonisation of route charges, the Single European Sky system is currently being undermined by a constant search for the lowest possible route charges which is resulting in longer flying distances and higher emissions.

1.   Is the Commission aware of this situation?
2.   Can the relevant agencies (Eurocontrol and the EASA) say how many more air miles are being flown than would be the case if direct routes were used?
3.   How does the Commission intend to address this problem?