1. **Welcome**s the Commission’s communication on an Aviation Strategy for Europe and its effort to identify sources for **boosting the** sector by finding new **market opportunities and dismantling barriers**, and for its proposals to meet and anticipate new challenges on the basis of a common European vision, by developing modern regulatory frameworks; believes that, in a longer-term perspective, a further holistic and more ambitious approach should be embraced in order to provide the necessary boost for a sustainable and competitive European aviation industry;

1. **Take note of** the Commission’s communication on an Aviation Strategy for Europe and its effort to identify sources for **positioning this** sector by finding new **sustainable development opportunities within EU transport policy**, and for its proposals to meet and anticipate new challenges on the basis of a common European vision, by developing modern regulatory frameworks; believes that, in a longer-term perspective, a further holistic and more ambitious approach should be embraced in order to provide the necessary boost for a sustainable European aviation industry **in favour of fair intra-modal and inter-modal competition**;
11. Recalls that airspace is also part of the EU single market, and that any fragmentation resulting from its inefficient use, as well as diverging national practices (concerning, for instance, operational procedures, taxes, levies, etc), causes longer flight times, delays, extra fuel burn, and higher levels of CO2 emissions, in addition to negatively impacting the rest of the market and hampering the EU’s competitiveness;

Amendment

11. Recalls that airspace is also part of the EU single market, and that any fragmentation resulting from its inefficient use, as well as diverging national practices (concerning, for instance, fragmented ATM/ATC systems over national borders, uncoordinated national and EU subsidies leading to a race for investment and unfair competition, operational procedures, exemptions from kerosene taxes, VAT on tickets, an absence of GHG-based levies, etc.), causes longer flight times, delays, extra fuel burn, and higher levels of CO2 emissions, in addition to negatively impacting the rest of the intermodal transport market and hampering the EU’s sustainable transport policy goals and targets;

Or. en
Amendment 6
Jakop Dalunde
on behalf of the Verts/ALE Group

Report
Pavel Telička
Aviation Strategy for Europe
2016/2062(INI)

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Notes that Article 3 of Regulation 551/2004 foresees, without prejudice to the sovereignty of Member States over their airspace, the establishment of a single European upper flight information region (EUIR), and calls on the Commission to implement this, as it will allow the overcoming of regional bottlenecks and enable continuity of air services in the densest parts of the airspace in the event of unforeseen circumstances or disruptions of air traffic; believes that the EUIR will allow the gradual establishment of a Trans-European Motorway of the Sky, which would be another step towards the completion of the Single European Sky and a cost-effective management of the EU airspace; welcomes the progress already made in the field of air traffic management aiming at increasing efficiency and reducing costs and emissions, in particular thanks to the work of the Network Manager, and calls on the Member States to complete the FABs without any further delay in order to facilitate further progress towards the Single European Sky;

Amendment

12. Notes that Article 3 of Regulation 551/2004 foresees, without prejudice to the sovereignty of Member States over their airspace, the establishment of a single European upper flight information region (EUIR), and calls on the Commission to implement this, as it will allow the overcoming of national borders and enable continuity of air services in the densest parts of the airspace in the event of unforeseen circumstances or disruptions of air traffic; believes that the EUIR will contribute to the gradual realisation of the Single European Sky and a cost-effective management of the EU airspace; welcomes the progress already made in the field of air traffic management aiming at increasing efficiency and minimising external costs, reducing noise at airports and emissions; underlines in particular that the work of the Network Manager is important, and calls on the Member States to complete the FABs without any further delay in order to facilitate further progress towards the Single European Sky;

Or. en
29. Takes note of the CO2 emissions generated by the aviation sector; stresses the wide range of actions already taken and to be taken for achieving a reduction of CO2 and greenhouse gas emissions, both technically by developing alternative fuels and more efficient aircraft, and politically by abiding by international agreements; welcomes the agreement reached by the 39th Assembly of ICAO on 6 October 2016, with the adoption of a Global Market-Based Measure (GMBM) to reduce international aviation emissions, and the commitment entered into by 65 countries to participate in the voluntary phase by 2027, which means that approximately 80% of emissions above 2020 levels will be offset by the scheme until 2035; stresses the importance of maintaining beyond 31 December 2016 the derogation granted under the Emissions Trading Scheme (ETS) to emissions from flights to or from an airfield in an outermost region as defined in Article 349 TFEU; welcomes the Commission’s intention to review the EU’s measures to reduce CO2 emissions from aviation in light of this agreement.

29. Emphasises the need to reduce all relevant greenhouse gas emissions (GHG) generated by the growth of the aviation sector; stresses the wide range of actions already taken and to be taken for achieving a reduction of CO2 and greenhouse gas emissions, both technically by developing alternative fuels and more efficient aircraft, and politically by abiding by international agreements; takes note of the agreement reached by the 39th Assembly of ICAO on 6 October 2016, with the adoption of a Global Market-Based Measure (GMBM) to reduce international aviation emissions, and the commitment entered into by 65 countries to participate in the voluntary phase by 2027, which means that approximately 80% of emissions above 2020 levels will be offset by the scheme until 2035; encourages the Commission to introduce further ambitious measures to reduce GHG emissions from aviation.