

**Question for written answer E-004116/2020
to the Commission**

Rule 138

Johan Danielsson (S&D)

Subject: Social conditions and the recovery of air transport: exceptional measures for the reference period of the Single European Sky

The Commission talks about prioritising the sustained recovery of air transport in the EU, yet aviation trade unions were not invited to attend the first aviation forum on the recovery of the sector in May 2020. The Commission is expected to soon amend Implementing Regulation (EU) 2019/317 with regard to the COVID-19 pandemic, with the aim of adopting exceptional measures for the third reference period of the Single European Sky performance and charging scheme. The proposed policy options include a reduction of income for air navigation service providers (ANSPs). This means reducing staff (the highest cost for ANSPs), capacity, investment in technology and airspace redesign, and delaying environmental improvements.

Can the Commission explain how its current approach to amending Implementing Regulation (EU) 2019/317, based on the above-mentioned principles, is consistent with ensuring the recovery of the EU's aviation industry?

Does it agree that the reduction of ANSP staff numbers and the weakening of social and working conditions is not consistent with EU priorities, including the Pillar of Social Rights?

Does it agree that reducing investment in infrastructure, and thereby curtailing environmental improvements, is not in line with the European Green Deal objectives?

Why did it exclude aviation trade unions from its first aviation forum?