



MINISTÈRE DE L'ÉCOLOGIE,
DU DÉVELOPPEMENT DURABLE
ET DE L'ÉNERGIE

*Le ministre délégué chargé des Transports,
de la Mer et de la Pêche*



Bundesministerium
für Verkehr, Bau
und Stadtentwicklung

BUNDESMINISTERIUM FÜR VERKEHR,
BAU UND STADTENTWICKLUNG

Der Bundesminister

Dear Mr Commissioner,

The European Commission is expected to adopt next week on June 11th, a communication with a proposal for two draft European Parliament and Council regulation amending again the Single European Sky framework and the European Aviation Safety Agency "basic regulation".

The French and German Governments consider however that the still recent SES 2 package of 2009 is acknowledged as a robust and wide-embracing basis, on which much has already been built, but much potential remains yet to be deployed.

Functional airspace blocks, just established, already delivered some visible progress. It is now the time to continue significant projects and start new ones on the advantageous basis of common legal and institutional (FAB) structures. But even common structures do not change the fact, that studying and implementing airspace projects as well as technical common projects is a complex process which requires a number of years before bearing fruit. More opportunities will be available in the next years, when the SESAR deployment will be ready to deliver.

Noticeable performance progress has been delivered, although in a context of currently significantly lower traffic volume than forecast and advised by airspace users, the performance scheme has been less favourable for the air navigation service providers. The performance scheme will have relieved airspace users from several hundred millions of Euro due to the shared traffic risk – a burden that is taken by providers/member states and not switched over to users as it used to be. For FABEC alone this effect is estimated to be approximately 210 million Euros in the first reference period 2012-2014. Nevertheless there is no doubt that air navigation service providers must continue their efforts to modernize in order to achieve further gains over the next reference period 2015-2019, while securing resources for financing investments needed to support the deployment of SESAR.

A new regulation package, hampering the full deployment of what is available and beyond that questioning the balance reached by the current legislation in distributing roles and powers between the EU and the Member States, as well as touching upon the institutional set-up of national supervisory authorities and of air navigation service providers, does not appear to us as useful or

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desirable.

A priority for EASA should be to develop further the actually required regulations ensuring ATM and aerodrome *safety*, while not overburdening States, ANSPs and NSAs, and also ensuring consistency with SESAR deployment as well as appropriate use of EUROCONTROL's expertise for interoperability requirements.


The best way ahead for the Single European Sky and for EASA is to continue full scale deployment and implementation of the current legislative package before adding yet another package to it before harvesting the potential of the former.

Best regards,

Frédéric VILLIER

A handwritten signature in black ink, appearing to be 'Frédéric Villier', written over the printed name.

Yours
Dr. Peter Ramsauer

A handwritten signature in blue ink, appearing to be 'Peter Ramsauer', written over the printed name.