

No lazy compromises

SES2+ MUST DELIVER REAL PROGRESS

Negotiations on the reform of the Single European Sky (SES2+) are at a crucial stage. After years of fruitless discussions, a unified European airspace is long overdue. Politicians can and must make their contribution to greater efficiency and climate protection now.

For many years, the European airspace has been characterized by inefficiencies, an operational and technological patchwork, rising costs, and significant capacity constraints. Delays and detours occur daily, leading to unnecessary CO₂ emissions.

The problems are well known. So far, however, the political will to address the necessary reforms has been lacking. There is substantial resistance among individual member states.

A Single European Sky brings many advantages, both for passengers and the environment. However, it requires ambitious and consistent implementation. Politicians must achieve real progress – without compromising on efficiency and climate protection.

Recently, however, the negotiations have taken a wrong turn: The agreements reached fall well short of expectations and, in some cases, would even represent a step backward. The opportunity to strengthen the position of the EU Network Manager was not taken. This position is essential for effectively coordinating the use of European airspace. Furthermore, only a weak „Performance Review Board“ (PRB) is currently planned. Also, the national supervisory authorities (NSAs) lack important powers of intervention under the current plans.

From the Lufthansa Group’s perspective, the necessary targets for increasing existing capacities, as well as for reducing costs and CO₂ emissions, cannot be achieved in this way. A lazy compromise – that in practice falls even behind the status quo – must be avoided at all costs.

What is needed for real progress:

- A politically independent European regulatory authority – a “new” PRB – with regulatory powers, including setting

Single European Sky for a standardized European airspace management

Europe needs a politically independent regulatory authority (PRB), as well as independent national supervisory authorities (NSAs). This is the only way to overcome the economic and ecological inefficiencies of a highly fragmented supervision by the member states.

- Performance Review Board (PRB)
- National Supervisory Authority (NSA)
- National air traffic control



targets, evaluating performance plans, conducting detailed audits and imposing corrective measures.

- An independent national supervisory authority (NSA), like the Federal Network Agency, that supports EU aviation in accordance with national requirements and the PRB.
- Transparent, independent, and ambitiously defined performance targets must align with the needs of airspace users. Their implementation must be ensured by the PRB/NSAs.

SES2+ as an easy-to-implement climate protection measure

A SES2+ that meets these criteria would not only reduce delays and increase efficiency, but would also be a genuine climate protection measure. A uniformly structured airspace with optimized flight routes could potentially reduce CO₂ emissions by up to 10 percent.