



*"[air navigation control, [...]] is a task involving the exercise of public authority and is not of an economic nature, since that activity constitutes a service in the public interest which is intended to protect both the users of air transport and the populations affected by aircraft flying over them".
(Extract of decision C.364/92 of the European Court of Justice).*

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PRESS RELEASE

On the "HIGH LEVEL GROUP" report on the future of the European Regulatory Framework

ATCEUC contests the value of the report of the High level Group (HLG) presented in Brussels today.

- The composition of the HLG gives rise to question the independence and objectivity of the report. Apart from a few state or European officials, the group was mainly composed of commercial representatives.
- The report contradicts itself already in the very beginning in absolutely fundamental issues! On the one hand the members of the HLG recommend the strict separation of service provision and regulatory functions. On the other hand they recommend the omnipresent involvement of industry, commercially oriented entities, in the regulatory processes, and rule and decision making up to the highest levels. An inevitable conflict of interest affecting public safety cannot be expressed more clearly! "Poachers turned game keepers"?
- The report focuses mainly on improving cost effectiveness, productivity, capacity, efficiency, market orientation and opening. The most important aspect, safety, is left as side issues in general sub sentences, giving reason to suspect mere window dressing to appease the public.
- The report recommends the liberalisation of markets, outsourcing, privatisation, etc. of service provisions in public hands for the sake of the above mentioned efficiency reasons, The report omits that the most effective and best performing service (Maastricht UAC) is in European public – not private - hands, outperforming any private provider.
- The report recommends nothing else between the lines than to effectively destroy one of the most successful and effective European organisation dealing with air traffic safety and management (EUROCONTROL) in the interest of commercial entities.
- There will be no gains by turning a safety issue of public interest into a business. Rather than splitting air traffic management up into multiple businesses, the European public would benefit more from harmonising systems and creating international public set up like MOSAIC, carried by air traffic unions and professional organisations throughout Europe!
- For the abovementioned facts, the European control staff strongly contests the recommendations of the HLG report.

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