



"[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).

European Transport Federation
Attn. Mr François Ballestero
Political Director
Rue du Midi 165
B-1000 BRUXELLES

Aix en Provence, 27th may 2008

Dear François,

ATCEUC is really pleased that ETF shares the opinion expressed by CANSO, the European commission and all the other actors involved in the Civil Aviation Sectoral Committee that our involvement could enhance the Social Dialogue in Civil Aviation, and of course in ATM and just culture sub-groups.

Like you, we believe that a new form of relationship has to be established between our organisations based on autonomy and pro-active contribution of both organisations, making sure our cooperation does not fail again this time.

We share your view that we have to base our future relation on strong cooperation and trust rather than on competition.

ATCEUC will bring added value to the Civil Aviation Sector thanks to its experience in the areas of ATM and Just Culture, but also in any other possible future areas within our fields of competency.

Since Air Traffic Control is one of the central pillars of Civil Aviation, we consider that our participation at the Civil Aviation level is fundamental.

Anyhow we are aware that we do not represent all categories of employees in this field, which is why we do not insist on taking part in sub-groups concerning ground handling or air crew.

Once again we want to be clear: ATCEUC does not intend to replace anyone but merely wishes to bring its expertise and experience into the highest level of the Social Dialogue in the aviation field.

In the context of the SES II package, the 12,000 ATCOs we represent feel the need

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to be directly involved in all the discussions at the highest level and to receive all the information dispatched at the civil aviation sector level.

We need to be an active player in shaping the future for our members and cannot accept to be left outside the social consultation process as it has been the case last year.

ATCEUC is therefore answering positively to your request to meet and to discuss the modalities of our recognition in the Civil Aviation Committee and will, immediately after, set up with you the rules of its participation in the different sub-groups in relation to its competencies.



Volker Dick,
ATCEUC President



François Burgues,
ATCEUC Secretary