



*"[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).*

Aix en Provence Sunday 12th November

*Attending for ATCEUC Francois Burgues and Volker Dick*

Provisional Council President Bureau Meeting

This meeting took place in Brussels on the 8th of November.

Present on the social partner side were: Laurence King (ETF), Paul Neering (IFATCA), Francois Burgues and Volker Dick (ATCEUC), IFATSEA was not represented.

On the Eurocontrol side Michel Wachenheim, David Mc Millan, Jules Kneepkens for the PC, Gerard Kroll and Anna Doyle from EUROCONTROL.

We discussed about the Final report of the enlarged PCPB on the roadmap towards the future ATM which is as well agenda item 10 of the PC26 meeting.

We submitted our views to the ePCPB

2.2.1 Fragmentation seems to be overused, we are aware of the situation but it is no need to write it down so often.

2.2.4 We asked the ePCPB what was meant by Pan European functions have to be delivered in a neutral way.

They answered that it was to be understood as a non discriminatory manner.

This then brought us to the point about the future of CFMU as considered as a Eurocontrol pan-European function. It was said by Mc Millan that for the time being it was a duty of Eurocontrol but that he had no idea about the future ATCEUC then decided to make a statement on the PC the day after (see PC report). As well the question about ratification of the revised Convention was raised by ATCEUC, the answer was that only one member state presently was unsure about the ratification. (Germany)

2.2.5 It is stated that costs will increase significantly in the future and it was explained by the bureau that it was in terms of investments for new technologies.

2.6.1 Human Factors: we draw the attention of the bureau to the fact that because relations at t European level between employers and unions were considered to be good, this was not always the same at regional (national)levels.

Just Culture: ATCEUC, ETF and IFATCA stated that it was about time to act properly on this subject and to end with all those reports and studies made everywhere. We then decided to make a common statement asking the commission to take up its

Secretariat : ATCEUC/CRNA SUD-EST - 1, rue Vincent Auriol - 13617 Aix-en-Provence Cedex 1 (France)

Tel : (33) 442 33 77 66 - Fax : (33) 442 33 78 95 - Email : [head@atceuc.org](mailto:head@atceuc.org)

[www.atceuc.org](http://www.atceuc.org)

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AATCU (Serbia) - ATC Branch of IMPACT (Ireland) – ATCOR ((Romania) - ATMPP (Italy)  
BATCU (Bulgaria) - CATCU (Croatia) - GATCA (Greece) – GdF (Germany) - ITUATC (Serbia)  
LIFSZ (Hungary) - MATCA (Malta) – MATCU (F. Y. Rep. of Macedonia) - SKYCONTROL (Switzerland)  
SNICTA (Portugal) - SNCTA (France) - SSKL (Slovenia) - TUEM (Eurocontrol) – USCA (Spain) - ZZKRL (Poland)

responsibilities and to start working on the implementation and regulation of the just culture.

Creation of new co-ordinating and consultation bodies:

We stated that social consultation was quite OK but that there would be a need in terms of technical and professional expertise that we could provide either through the ANSB (Air Navigation Supervisory Board, see annex 3) or even the PCC (see annex 2); the answer of the chairman was that PCC was supposed to remain a small structure and ANSB would be a large body (see composition in Annex 3).but, that we were welcomed to contributor via the EASC which is in place since November 2005. We informed the bureau that we would also make a statement on this subject next day at the PC.

It was also raised by us that the term “public-private partnership” has to be used carefully, as it doesn’t mean anything else than privatisation.