



*"[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, Thursday February 11<sup>th</sup> 2010

## **ATCEUC says yes to a more efficient air traffic control but not driven by airlines!**

ATCEUC considers this first draft as unacceptable as far as it deals with the safety issues. We want clear indicators for the first period such as runway incursions and loss of separation before the setting up of any other target. Furthermore, it is unacceptable to continue to increase the capacity and to lower costs without setting up a system able to detect the consequences on the Safety level.

ATCEUC approves the future set up of the PRB under the absolute guarantee of its independence from airlines.

ATCEUC would like to highlight that the deadline for setting the targets for the 1st reference period is extremely short; this would only give a very small performance improvement.

ATCEUC is totally opposed of any kind of incentives during the ramp up phase when the performance scheme is not mature in the European area. And we remind the facultative aspect of the setting up of incentives in the SES II regulation.

ATCEUC is in favour of the transparency regarding the performance of the ATM, providing the released figures are European ones. All other figures (national, regional must be used for stakeholders to improve or correct the system.

ATCEUC, for the same similar reason of transparency, would like to have all the indicators identifying the responsibilities of the Airports in the delays borne by the passengers.

Finally, regarding the KPIs, ATCEUC wants to highlight that the work is not complete. Because of the tight deadlines the indicators will not reflect the reality of the system in its entirety. Indeed, safety indicators are non-existent, capacity is only considered at en-route level, whilst the issues are at airport level. The cost-efficiency indicator is not taking into account terminal areas etc...

This draft regulation shows how the Commission is being grossly misled by the Airlines lobbying, who have no knowledge of Air Traffic Management.

ATCEUC, representing 12500 ATCOs in Europe, cannot accept such a divergence with the principal missions of ATM and with ICAO rules member States are committed to, we therefore urge the commission to get back on the right track.

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