



*"[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).*

## 37<sup>TH</sup> ATCEUC MEETING IN ZAGREB MARCH 26-27<sup>TH</sup> 2010 FINAL COMMUNIQUÉ

### **The crisis in the aviation sector cannot be an excuse to crush our profession!**

ATCEUC is extremely concerned of the way controllers are treated throughout Europe (for example: in Spain, Greece, Ireland, Iceland, France). Further, this situation could have negative effects on Safety due to the instability put upon the controllers

ATCEUC is extremely concerned with the drafting of the implementation rule on performance as the European Commission is faced with the issue of the poor quality of safety related data collected in Europe. A system based only on capacity and cost related performance must not be implemented, even temporarily. Safety remains our first priority, and our first performance. ATCEUC has always worked to improve our performance, but will refuse the implementation of any system built without such indicators as runway incursion, minimal separation infringements. The legislative deadlines imposed in the regulations cannot justify an incomplete or dangerous approach to this essential piece of the second Single European sky package.

Air traffic controllers are an essential link in the safety chain. Their expertise must be taken on board to drive the performance of the European ATM. ATCEUC is still willing to participate to PRB or to any work conducted in the field of performance.

ATCEUC is also concerned by the new charging scheme implementing rule in preparation, and especially by the notion of assessment of quality of service adding yet another new layer of penalty for providers. Between 2002 and 2008, the average unit rate decreased by 14%, (*source PRR 2009*) while delays were kept at minimal level. Another clear demonstration that we do not need such penalties or punishment to improve the system.

ATCEUC follows with careful attention the work conducted in the EASA working groups related to ATM, and especially to the air traffic controller licence. ATCEUC will be careful to ensure that the fast track procedure for the licence directive does not induce further constraints for air traffic controllers.

ATCEUC is fully ready to begin its participation to the initial development phase of the SESAR project. Our participation to that project is based on the principle of the absolute necessity to guarantee a human centred ATM system where air traffic controllers retain the power to act and to decide, assisted by automated tools.

ATCEUC supports its members in FABEC regrouped in the MARC. A group that now speaks the voice of operational staff throughout the area in the official social dialogue procedures set by FABEC.

ATCEUC is concerned by the very poor level of staff involvement in the BLUE-MED project. We request involvement of controllers, rather than only managers, in all the working packages, to obtain the information that is denied today, and the right for controllers, to participate actively.

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