



*"[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).*

SESAR report - ATCEUC spring meeting 2007 - Bucarest

Introduction :

SESAR, Single European Sky ATM Research, is a program launched by the EC to be the technical support of the SES. The mandate was given to a consortium called Air Traffic Alliance with the following requirements :

For 2020, design a system providing :

- 3 times the traffic of 2004,
- safety x 10 (meaning the same level of safety considering the increase of traffic)
- costs -50 %
- environmental impact -10 %

The consortium is composed by representatives of Users (Commercial Airlines), Industry Suppliers (Airbus, Thalès...), Military, General Aviation, ANSPs, Airports, Eurocontrol and staff representatives (ECA, ETF, IFATCA & ATCEUC)

The SESAR program is divided :

- by periods of time : We are now in the so-called "definition phase" (2006-2008), marked by 6 milestones (M1 to M6), each of these Milestones corresponding to a Deliverable the Consortium has to produce. D1 (Air Transport Framework) and D2 (Performance Requirements) have already been delivered. D3, which is the over-arching point of the definition phase (the concept) and the most crucial for us is already late considering the original schedule and should now be finished before July this year.

- by tasks : ATCEUC is involved in tasks 1.7 (Human Factors) and tasks 2.2 (Operational Concept).

How it has run so far :

Although task 2.2.2 only participates to D3, it was decided, due to its complexity, to start it very early in the process (april last year). The big number of participants (~50) led to the creation of a small group of roughly 10 persons (the support group) who were supposed to work closely on the task and to report to the whole group at each plenary meeting. Controllers could not take part of this group because of the amount of time needed (meetings almost every week). However, conflicts of persons and personal interests within this group had a very negative impact and they were only able to produce a first document in late october last year. The document was discussed in plenary meeting in november in Langen and, although it was absolutely not validated, especially from our side, it was distributed to the other tasks like 1.7 as a basic document of work. Next meeting took place in January this year and showed the total disorganisation of the support group. A few days after this meeting,

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TUEM (Eurocontrol) – **USCA** (Spain) - **ZZKRL** (Poland)

some Users representatives decided to re-write completely the document without anyone's approval and that's where we are basically now !

During this process, ATCEUC representatives have tried many times to contribute to the work

- in plenary meetings
- in numerous bilateral meetings
- by producing documents, on its own and together with other staff organisations

We have also warned very early the project directorate and the executive committee of the complete disruption of work (Christian Dumas was present at the ATCEUC meeting in Varsaw last autumn)

None of this has produced significant results.

Today, we consider that, not only the documents we have in our possession are of very low quality (the project of concept, according to our expertise, is neither feasible within the set time frame nor really responds to the real problems) but also that we are completely out of the loop of the final wrap up.

What next ?

Task 2.2.2 is the over-arching stone of D3 concept, crucial to the Definition Phase. D3 will be delivered to Eurocontrol and the Commission this summer for purchase. We consider that at this stage, it would be more than awkward to base the technical future of the SES on this production. We need real experts to draw this path towards future and not people promoting single interests or fighting to get a piece of the cake : it's about the future of our profession and the quality of service given in Europe. Moreover, at the time where the council has decided the creation of the JU, we hope the example given by the GALILEO program, and the difficulties it is struggling with, will help the decision makers take into account more seriously our early warnings on SESAR. We need a process who gives a real place to the staff expertise : it's us who will change today's system and who will operate the future one.

As things will be moving fast within the next months, the ATCEUC board will be kept closely informed to decide the follow-up of the project.