



*"[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).*

ICB 9: 07th February 2006.

Attending for ATCEUC: Vincent Poty

Daniel Calleja was attending the meeting; the ICB then modified the agenda to allow him to explain the last UE projects.

1. The financial situation is not so good and the expected increase of the TREN budget was not approved. Mr Calleja asked for a strong support of the SESAR project from the industry to allow SESAR to be part of the EC priorities.
2. The JU process should be adopted under the Austrian presidency.
3. To be an active player in the future decisions, the industry will have to be deeply involved in the JU.
4. Scope of the JU: The JU is legally limited to the research part and not to the set up of the project.
5. Eurocontrol as member of the JU is considered to have a very important role giving its expertise.
6. SES: The SES has to bring a high safety level whereas SESAR will bring the cost-effectiveness level.
7. Representation: Mr Calleja was disappointed by the ICB who didn't want a representation in the actual form of the project and confirmed that a new form of representation will have to be found.
8. Definition Phase: very important phase; it has to be ambitious but feasible.

Mr Calleja estimated the costs of not going into SESAR to 20 Billion €.

Mr Feitl then declared that if the remarks from the industry were taken into account then the industry would support SESAR.

Ben Van Houtte wants to keep the possibility to use the route charges scheme to finance SESAR. He doesn't ask for money without justification since the results from the research will be also profitable for the Industry.

D. Calleja specified once again that a financial implication of the industry would be very positive for the success of SESAR.

Some organisations having different needs from the airlines and having no way to influence the JU decisions (because not enough money) asked how their comments will be taken into account. The answer is thanks to ICB.

Except the known asks from IATA and others that do not want to pay more, the only interesting topic was the Common charging scheme. The "ICB charging sub-group" had

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prepared a communiqué but before finalising it, it has been modified; Mr Feitl was a bit disappointed and the communiqué will have to be re-written.

End of the meeting