



*"[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 10 meeting 24.04.06

Attending for ATCEUC Vincent Poty

The information note dated 21.04.06 describing the differences between the two drafts from the commission to the council dated 02.02.06 and 05.04.06 was accepted and supported by all participants.

Report by the commission. (Daniel ONIDI)

The position from ICB helped to move forward in a positive way.

1. Scope of the JU: The intention is to extend the lifespan towards the implementation phase.
2. Governance of the JU: EU + Eurocontrol + 2 New members: Research institutes and Military representative.
3. Funding: The 100 Millions€ from EU will come from the research budget and TEN. 50% each.
4. New members: A new text will explain the rights and responsibilities of new members in the JU.

A request from the commission to the ICB was made by M.Onidi to know what each member of the ICB is doing in R&D + actual activities that could be included in SESAR and what are the essential return ICB members are expected if they get involved in the JU (Voting rights, right of initiative, Ownership of the Master Plan,...)

Q: Why put the research institutes in such a position in the JU?

Position from the states is that a lot of Research Centers are involved in ATM research activities and there is no arm to involve them in JU.

Q: Problem of the wording of the unanimous decision. For ICB, it is nearly impossible to get a unanimous decision with such a variety of members.

The wording from the ICB was not accepted by the lawyers + The commission doesn't want that each members could have the power to stop the process.

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

Website : www.atceuc.org

AATCU (Serbia and Montenegro) - ATC Branch of IMPACT (Ireland) - ATCOR (Romania) - ATMPP (Italy)
BATCU (Bulgaria) - CATCU (Croatia) - GATCA (Greece) - GdF (Germany) - ITUATC (Serbia and Montenegro)
LIFSZ (Hungary) - MATCA (Malta) - SKYCONTROL (Switzerland) - SINCTA (Portugal) - SNCTA (France)
SSKL (Slovenia) - TUEM (Eurocontrol) - USCA (Spain) - ZZKRL (Poland)

The ICB request is that the main members that would support the costs of the implementation and the development would have a veto right.

Eurocontrol

The 10 Millions from Eurocontrol will mainly come from the Bretigny's budget (About 60% of the budget will be invested for SESAR)

The ICB questioned the role of Supervisory Board. The ICB can accept a SB controlling how the money is being spent but not controlling the Master Plan.

The SESAR sub-group will meet on the 08 05.06.

Presentation on present SESAR status by Olaf DLUGI.

The external kick-off meeting was a success, there will be another kick-off meeting roughly 6 weeks after each Deliverables to allow each sector in ATM to comment on the Deliverables.

Interoperability Sub-group.

The report from the sub-group was adopted.

Common Charging.

(Ben VAN HOUTTE) Work has to be done on common rules of the air.

The paper on common charging from ICB was adopted with the exception of the GA representative on the recovery of costs.

The commission will put the proposal in good form and ask Eurocontrol to run simulations to see if there would be significant changes for the different users.

If everything goes according to plans, the final proposal would be voted and published before the end of the year.