



Reference Period 3 (RP3) short-term measures will hamper green and digital European sky.

Brussels, 7th of June

Dear Members of the European Parliament,

ATCEUC, ETF, IFAIMA, IFATCA, IFATSEA were and remain fully committed to build an efficient, sustainable, resilient, green and digital European sky. Shorter routes, noise abatement procedures, satellite-based trajectories, digitalisation, automation of simple tasks: these are all challenges for our European ATM/ANS (Air Traffic management/Air Traffic Services) community. Investments in future technologies, in human assets, in new skills development is the path air traffic controllers, safety engineers, data specialists and all ATM/ANS staff must follow.

Why do Professional Staff Organisations, representing these workers, express so strongly their disagreements with European Commission RP3 proposals?

Air Navigation Service Providers (ANSPs) will be the most severely affected sectors of the aviation industry. Due to the nature and complexity of the infrastructure and services provided, ANSPs have suffered disproportionately from the Covid19 crisis. Air navigation services were maintained 24/7 during the crisis (ambulance flights, cargo flights carrying essential equipment and medicines, hospital and repatriation flights).

Since the beginning of February, ANSPs have faced a total absence of revenue with barely any commercial traffic since end of March coupled with the inability of Airspace users to pay for the services provided during February and March.

- ANSPs' short/medium-term recovery is at risk with the possible bankruptcy for some and an inability of other to reach their previous level of performance as a result of current staff cuts.
- Medium/long-term investments in technology and people can no longer be guaranteed. ANSPs have to focus simply on their survival and on maintaining the highest level of service possible.

Urgent help is needed to rebuild this sector and secure a green and digital European sky. Professional staff organisations are committed to mitigate as many negative outcomes as possible and are actively advocating to preserve current principles of the RP3 traffic risk sharing mechanism. This protective measure is one of the primary elements that will be necessary to maintain a resilient and stable ATM/ANS infrastructure.

ATM/ANS is a critical public infrastructure and key requirement for building our common European future. Europe needs an efficient regulatory framework. This is true for RP3 and SES future legislative proposals.

ATM/ANS community could already have learnt a lesson from the covid19 crisis. PSOs can witness that even though the severity and the nature of the impact of this unprecedented crisis look similar across Europe; its effects and consequences are different in each country.

The current regulatory architecture with national regulators, European Commission and the advisory body PRB allows solutions to be found locally and at EU wide level in order to protect the integrity and increase the efficiency of the entire European ATM/ANS infrastructure. **With the SES2+ proposal of a European economic regulator, the existing balanced approach would be put at great risk.**

ATCEUC, ETF, IFAIMA, IFATCA, IFATSEA remain at your disposal for any clarification.

- Air Traffic Controllers' European Union Coordination (ATCEUC)
Volker DICK, President
- European Transport Workers' Federation (ETF),
Charles-André QUESNEL, ETF-ATM Committee President
- International Federation of Aeronautical Information Management Associations (IFAIMA)
Fernando LOPES, President
- International Federation of Air Traffic Controllers' Associations (IFATCA)
Frederic DELEAU, (Acting) Executive Vice-President Europe
- International Federation of Air Traffic Safety Electronics Associations (IFATSEA)
Costas CHRISTOFOROU, Regional Director