



"[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).

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PRESS RELEASE

New SES 2 (++) proposal: Haste makes waste?

A new SES 2 proposal was approved by EU Commissioner Adina-Ioana Vălean on 22 September 2020 and then presented to the European Parliament TRAN Committee Members on 12 October 2020, this new proposal perpetuates and in some cases worsens, the issues which made it impossible for its predecessor to be implemented when it was presented 7 years ago!

"Vălean's proposal, drafted by her staff, ignores the role of the European ATM system during the first wave of the current pandemic when it has been fully operating to fulfil its true mission, making it possible for all the flights (almost all not "commercial") to safely and efficiently fly the European sky in the interest of the whole European, and not only European, population." says **Mr Volker Dick, President of ATCEUC.**

"The new proposal, totally fitted to meet Airlines' interests, risks making it impossible for European ANSPs to face any future crisis, even smaller than the huge one we are living through now" **Mr Volker Dick continues.**

"ATM is a critical infrastructure belonging to all the European citizens and built by States to fulfil ICAO's mandate. Its future and its strategic plans have to be discussed and approved by States in the interest of their citizens, not by Airlines in the interest of their shareholders!" says **Mr Alan Singleton, ATCEUC Board Officer.**

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*"This proposal is based on false assumptions and ATCEUC is asking all the stakeholders, including Airlines, to deeply reflect on the negative consequences of a hasty approval of Ms Vălean's proposal on European population and its right to safely move across the Continent." concludes **Mr Volker Dick**. "A huge work has been done in last years by ANSPs and their Staff to safely accommodate a continuously increasing number of flights, minimizing delays and its environmental footprint, and a lot can still be done. This is the path to continue to follow".*

ATCEUC urges European political decision-makers to deeply assess the consequences of Ms Vălean's proposal and its impact on the ATM System which has been built and has been working in the interest of Safety.

Brussels, 23 October 2020

For further info contact secretariat@atceuc.org

END OF PRESS RELEASE

Air Traffic Controllers European Unions Coordination (ATCEUC) was created in 1989 and is currently composed of 34 professional and autonomous trade unions representing more than 14000 Air Traffic Controllers (ATCOs) and Air Traffic Safety Electronics Personnel (ATSEPs) throughout Europe. ATCEUC is part of the "European Union Sectoral Social Dialogue - Civil Aviation" in the air traffic management field and it is recognised as a full member of the ICB. ATCEUC with its experts participates in every work group where the voice of its Members can and have to be expressed: SESAR JU, TSG, EGHD, EASA STeB, EASC, ASPReT, ATM Partners and other workshops or programmes within the framework of EUROCONTROL and the European Commission.