



*"[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).*

## 41<sup>st</sup> ATCEUC Meeting - Tirana Final communiqué

ATCEUC held its spring meeting in Tirana 30<sup>th</sup> and 31<sup>st</sup> March 2012.

ATCEUC condemns the latest attacks against the Air Traffic Control staff in Cyprus, Greece, Portugal and Spain. In most of these countries basic civil rights of the Air Traffic Controllers are being violated, their salaries are unilaterally reduced. Their right to strike is heavily regulated or even, in some cases, criminalized. Collective labour agreements are not respected and the European Union legislation is ignored.

### **This cannot go on.**

ATCEUC urges the governments of these countries to respect and implement the EU regulations concerning Air Traffic Management. ATCEUC also calls upon the European Commission to act against these direct violations of EU legislation. Air Traffic Controllers across Europe are helping the economy to recover by increasing their productivity and reducing delays in very demanding and difficult conditions. The way governments around Europe are attacking the Air Traffic Control professionals will definitely undermine their effort to reduce delays in the coming summer period and beyond. It could also have adverse consequences on flight safety.

ATCEUC has recently noticed that several EU member States use the revenues stemming from the provision of Air Traffic Services for purposes other than the ones specified in the Charging Schemes Regulation. These practices are totally against European legislation and will cause problems to ANSPs in the context of current SES legislation regarding Performance Scheme in ATM.

As Performance targets are being defined for the next period 2015-2019, Europe must learn from the first reference period, and correct them.

It is high time that concrete metrics indicators for safety be defined.

From a more general point of view, it is no use setting unreachable targets for the ANSPs. We had warned repeatedly that the performance targets set for the first reference period were unrealistic. The various national performance plans have proven us right: the overall performance of the European ATM has not improved. And the cost efficiency targets set by the European Commission have served one purpose: they were used as an excuse by ANSPs to undermine working conditions, and to try to impose cost cutting measures outside collective agreements bargaining.

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