



*"[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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## 43rd ATCEUC meeting - Final Communiqué

ATCEUC held its spring meeting in Dublin on the 4<sup>th</sup> and 5<sup>th</sup> April 2013.

### SINGLE EUROPEAN SKY

ATCEUC is very concerned by the lack of consideration of the safety KPA for RP2. Will we have to wait until 2020 to see safety measured? Will we have to wait for an accident to occur, in order to consider safety as the first performance priority and then to measure it?

ATCEUC has worked on the safety issue and has proposed a way forward, but we will not accept that capacity and cost efficiency are improved to the detriment of Safety.

ATCEUC is committed to the continuing improvement of ATM performance but the objectives have to be realistic and revisable every year according to the STATFOR predictions.

ATCEUC is worried by the charging scheme provisions. We believe that the risk-sharing mechanism (regarding traffic and costs) is imposing too much responsibility on the ANSPs, and this is being passed onto the ATCOs. The model is not sustainable and the objectives are too unrealistic.

### SESAR

Regarding the participation on the SESAR program, ATCEUC will focus on real improvements to the procedures, systems and tools, which will enable the ATCOs to handle Air traffic efficiently and will promote harmonization at EU level.

ATCEUC requests the SJU to stop financing projects aimed at developing what is already working operationally elsewhere in Europe.

The human must remain in command of the system and this reaffirms our position that the 4-eye-principle on radar operation must be a top priority.

### EASA

The committee meeting discussed the NPA on ATCO Licensing and agreed on the common position to be held by ATCEUC on the public consultation. The main issues to be commented on are: educational, language, training and medical requirements and provisional inability. The presentation

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from EASA also brought forward some questions on remotely operated towers which were also analyzed.

## **CYPRUS**

ATCEUC has noted, with grave concern, the deterioration of the financial situation in Cyprus. It is of vital importance to ensure that Air Traffic Control is not affected in a negative manner in these difficult conditions, and that it is supported so that it can continue to guarantee flight safety. We request that the Cypriot government refrains from imposing additional financial cuts to the country's Air Traffic Control system. We believe that, to do so, will endanger the stability and safety of the system. This will not benefit the Cypriot national economy, since Air Traffic Control costs are paid for by the airspace users and not by the tax payers.

## **PRISTINA ATCOs**

ATCEUC is reaffirming our resolve to provide assistance to our ATCO colleagues from Pristina Airport/Approach.

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