



On 30 May 2013 ATCEUC was unanimously elected a member of the Confédération Européenne des Syndicats Indépendants

CESI is a regional trade union federation representing eight million members of independent trade unions in 18 European countries. The April 2013 meeting of the ATCEUC EB with Margus Rahuoja, senior advisor of EC Vice President Siim Kallas, was arranged by CESI. During this meeting it became clear once more that the EC is determined to go ahead with SES2+ despite our strong opposition.

Find out more about CESI at <http://www.cesi.org>

For comments, opinions and suggestions regarding this Newsletter please send an email to board@atceuc.org

ATCEUC PREPARES FOR ACTION

Dear members and colleagues, welcome to the second ATCEUC Newsletter.

During the past few months the Executive Board invested much time and effort to attend meetings with officials from the European Commission, PRB and Eurocontrol, to inform them of ATCEUC's position regarding SES2+, RP2 and the new charging scheme.

The EC says that the SES didn't deliver and that now it plans to enhance ANSP performance, revitalize FABs, promote SESAR, further empower EASA and Eurocontrol and increase the independence of NSAs. It envisages the creation of an all-encompassing European Aviation Agency (EAA) overseeing every aspect of the European aviation industry, including technical, economic and safety issues.

The EC is also promoting the unbundling and market opening of the so-called support services, namely MET, AIS and CNS. Eurocontrol proposes another scheme called "Centralised Services" which will benefit mainly large ANSPs, but it appears that this proposal did not get the required EU funding, at least for now.

On 11 June 2013 ATCEUC, ECA, IFATCA and IFATSEA sent a letter to European Commission Vice President Siim Kallas, expressing common positions regarding the proposed changes in SES2+. A few days later the EB met with Matthew Baldwin, Director of Air Transport at the EC's Directorate General for Mobility and Transport. We made our position clear, including the lack of reliable safety indicators compared with other KPIs, the unrealistic targets of RP2 and the inevitable fragmentation resulting from the unbundling.

However, it has become clear that the EC is determined to push forward with its plans, which eventually will lead to the deregulation of our profession.

As a result, the EB decided during its July 2013 meeting in Paris that our reaction to these plans must escalate by organizing an action day next October. Strike, work to rule and other possible actions will be considered during the coming Committee Meeting in Malta.

In the meantime, relevant information has or will be sent to you. We strongly urge you to embrace this initiative, which will test our ability to defend ourselves together.

Occurrence Reporting

EU member states and the European Parliament proposed to amend Regulation (EU) No 996/2010 and repeal Directive No 2003/42/EC, Commission Regulation (EC) No 1321/2007 and Commission Regulation (EC) No 1330/2007 on occurrence reporting in civil aviation. According to the European Commission, the aim of these legislative changes is to improve flight safety and reduce accidents, as “EU and Member States are not sufficiently able to use data to prevent accidents and to address the risks to aviation safety in a systematic manner” and “The exchange of information between the Member States is limited and important pieces of information are not accessible”.

In this context the proposed Regulation updates the scope of mandatory reporting and the list of persons obliged to report and includes the obligation to establish voluntary reporting systems. It also attempts to protect aviation professionals from punishment, except in cases of gross negligence.

There was an attempt by the EU Presidency to provide a transnational definition of “gross negligence” in the Regulation (“gross negligence means a manifest and willful violation of the duty of care directly causing foreseeable damage to a person or to a property, or which seriously lowers the level of aviation safety”) but this met with the opposition of many member states and social partners, including ATCEUC, and was eventually withdrawn.

‘Just Culture’ in the proposed Regulation “means a culture in which frontline operators or others are not punished for actions, omissions or decisions taken by them that are commensurate with their experience and training, but where willful violations and destructive acts are not tolerated”.

Finalizing this draft Regulation and submitting it to the European Parliament for approval will be among the top aviation priorities of the Lithuanian Presidency of the EU.

Recent developments in EASA

The ATCEUC team following EASA continues to do a great job, attending many meetings and workshops, informing the EB of the developments and contributing our feedback into the decision making process.

In June 2013 the consultation process was completed successfully for the ATCO Licensing and Medical Certification (NPA 2012-18). ATCEUC managed to reach a common position with CANSO and ETF on Provisional Inability, Language Proficiency and Remotely Operated Towers. The consensus for PI is that this new concept should refer only to ATCO fitness for work and not be confused with competence. For ROT our common position is that every and each aerodrome should have a unit endorsement and that at this stage the concept lacks adequate information that would enable a correct evaluation of its implementation. Additionally, ATCEUC insists that an ATCO must be responsible only for one aerodrome or runway at any given time.

In the same NPA, we support the provision of Training only by ANSPs, with the exception of rating endorsement training as part of the unit endorsement course. Hence our position is that “The privileges to provide unit, refresher and conversion training shall only be granted to the training organisation if it also has the privilege to provide air traffic control service”.

The challenges ahead in EASA include managing ATCO fatigue and stress in relation to rostering. NPA 2013-08 states that “The air traffic control service provider shall develop, implement and monitor an ATCOs’ rostering system(s) to prevent and mitigate the effect of their occupational fatigue on the safety of the service provided”. With this proposal EASA is trying to resurrect its previous attempt in 2011 to regulate rostering, which stopped mainly due to CANSO opposition.



See you all in Malta for the next ATCEUC Committee Meeting on 3-4 October 2013. Come prepared!