

## ATCEUC RESUMES ACTION DAY



*Since last October the Executive Board met several times via videoconference, allowing for more frequent meetings and reduction of cost. We also met in Madrid (30 October) and Paris (10 December).*

For comments, opinions and suggestions regarding this Newsletter please send an email to [board@atceuc.org](mailto:board@atceuc.org)

Dear members and colleagues,

As you all remember, the Committee Meeting in Malta last October decided to postpone the Action Day, after assurances by the European Commission that it was ready to discuss and take into account our views regarding safety and cost efficiency targets in SES2+ and especially RP2.

Soon after, on 7 October 2013, ATCEUC met with the EC's Matthew Baldwin and Maurizio Castelletti and CANSO members from Germany, France and Spain. We stressed that we needed commitments from the EC to prove that social dialogue is real and not just a smokescreen. Unfortunately, the EC indicated only that it was willing to review the social dialogue process, but nothing more. Among others, the opinion of ATCEUC and other stakeholders on the need to reduce the cost effectiveness cuts of ANSPs was ignored once again.

The Single Sky Committee in October and December 2013 failed to reach a decision on RP2 targets and its next crucial meeting will take place ad hoc on 4 February 2014.

In this context, ATCEUC EB met several times, both in corpore and via videoconference, in an effort to plan and implement our next moves on this extremely important matter. We participated in many meetings with the PRB, the EC and the European Parliament Rapporteur on SES2+, only to realize that they never intended to accept even a few of our suggestions. They were just buying some more time.

Repeatedly we asked for the economic depression in Europe to be taken into consideration; for the Regulator to freeze RP1 targets on costs and capacity; for more time during RP2 to evaluate and correct targets depending on real-life data; for safety to be measured together with its trade-offs between costs, capacity and the environment; for the percentage of inefficiency of EU airspace attributed to ATM and to other actors to be identified; and for a collaborative and comprehensive approach to motivate staff. Again, our suggestions were ignored.

Considering all this, the Executive Board decided to resume the Action Day on 29 January 2014, to express our strong disagreement with RP2 and for being ignored during the past months in what was only a pretext of social dialogue.

We understand that our 28 members have their own problems and difficulties in their respective countries. But we must not forget that SES2+ and RP2 will shape the future of our profession until the end of this decade and beyond. Be assured that this will not be a bright future if we do nothing to change the EC's plans.

We call on each and every of our members to do whatever they can to support the Action Day, so that our message is strong, united and effective!

## **The PRB proposal on RP2 in detail. See especially in the end on cost-efficiency:**

*Safety: effectiveness of Safety Management (EoS<sub>M</sub>) and application of the RAT methodology.*

- *All NSAs have achieved at least EoS<sub>M</sub> level C in all Management Objectives (MO) in 2019.*
- *All ANSPs have achieved EoS<sub>M</sub> level D in all MOs in 2019.*
- *By the end of RP2 all NSAs/ States should be reporting ATM overall using the RAT methodology of severity classification for almost all reported occurrences (i.e. 99%)(separation minima infringements, runway incursions and ATM specific events) and provide relevant information about the cases where ATM Overall using RAT methodology was not reported.*
- *By the end of RP2, all ANSPs should be reporting ATM ground using the RAT methodology for severity classification for all reported occurrences (i.e. 100%)(separation minima infringements, runway incursions and ATM specific events)*
  - *Environment: average horizontal en-route flight efficiency of the last filed flight plan (KEP) and average of horizontal en-route flight efficiency of the actual trajectory (KEA).*
    - *KEP 4,1% in 2019*
    - *KEA 2,6% in 2019*
  - *Capacity: average en/route AFTM delay.*
    - *0,5 minutes per flight in 2014-2019*
  - *Cost-efficiency: average Determined Unit Cost (DUC) for en-route.*
    - *Determined Cost (DC) reduction of 1,5% for 2015, 2016 and 2,5% for 2017, 2018, 2019. These reductions aligned with the baseline scenario traffic forecast by STATFOR in September 2013 results in a reduction of the DUC by 4,1% (2015), 4,2% (2016), 4,7% (2017), 4,9% (2018) and 4,9% (2019).*

## **EASA update and ATCEUC contribution**

EASA continues to publish several documents directly linked to ATCOs and our profession. ATCEUC was involved in the working groups and also in the public consultations of those documents.

The NPA establishing requirements for ATM/ANS providers and the safety oversight thereof was under public consultation until the end of October and contains several proposals. We may highlight the aim at: implementing Regulation (EC) No 216/2008 (Basic Regulation) and at transposing certain ICAO SARPs provisions contained in Annex 3 in relation to the meteorological service providers requirements; and implementing the essential requirements on human factors for air traffic controllers. Our comments focused on Just Culture, Fatigue and Stress definitions, limited certificates and ATCOs rostering systems.

The Comment Response Document (CRD) 2012-18 contains the comments received by EASA from Stakeholders on the NPA 2012-18 on licensing and medical certification of air traffic controllers and the responses provided thereto by the Agency. It was published in the beginning of October and the reaction period ended on 15 November. Our input focused on Provisional Inability, language training, temporary OJTI authorisation, temporary assessor authorisation and unit training provision.

Finally, on 3 December EASA published Opinion 11/2013 addressing the licensing and medical certification of air traffic controllers and providing the final outcome of the rulemaking task RMT.0153, which started in November 2009. We are now working on this proposal, analysing each change and innovation.



**The next Committee Meeting will be held in Bucharest on 2, 3 and 4 April 2014. Please note that the meeting will last for three days this time and will end around noon on Friday. See you there!**