



*"[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).

[www.atceuc.org](http://www.atceuc.org)    [secretariat@atceuc.org](mailto:secretariat@atceuc.org)

## ATCEUC COMMITTEE MEETING SPRING 2016 FINAL COMMUNIQUE

The 49<sup>th</sup> ATCEUC Committee Meeting took place in Rhodes, Greece, on 11 - 13 May 2015. The latest developments in Europe affecting Air Traffic Controllers (ATCOs) were discussed in open session, with special focus on EASA, SESAR JU and RPAS, while the Director Network Manager Mr Joe Sultana presented the latest Update of this vital function of EUROCONTROL.

During the closed session, Member Unions described their respective national conditions and a worrying trend has been found to be spreading across Europe. ATCOs have been attacked, personally or as a whole, by their management. It happened in Croatia and Belgium and elsewhere. We have seen this happening before and in many cases the underlying pattern is the same: inadequate managers, appointed politically, who are eventually unable to manage. The issue was already raised by ATCEUC and we believe it is appropriate to raise it again: ATCOs maintain their competency through rigorous training and checks based on EASA and EU legislation, to ensure the safe provision of service. A similar system of standards, checks and competency should also be put in place for managers in air navigation service providers. It is time for EASA and the EU to look into this need again and open the discussion through the appropriate procedures.

Another European trend has been the continuing crusade by some airlines, spearheaded by Ryanair, to criminalize the right of ATCOs to strike. It is true that strikes will inevitably cause some disruption and inconvenience, especially in the aviation sector, but this disruption only accounts for a small portion of overall delays in aviation. Additionally, ATCEUC Member Unions only use strikes as a last resort, when everything else has failed.

ATCEUC welcomes our two new members, the Swiss unions APTC and Aerocontrol that we accepted in Rhodes, raising the total number of unions represented in ATCEUC to 32.

Secretariat : ATCEUC/CRNA SUD-EST - 1, rue Vincent Auriol - 13617 Aix-en-Provence Cedex 1 (France)

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ACV TRANSCOM / CSC TRANSCOM (Belgium) – AEROCONTROL (Switzerland) – APTC (Switzerland) – ATCU (Serbia & Montenegro) – ATC Branch of IMPACT (Ireland) – ATSR (Romania) – BATCU (Bulgaria) – BHATCU (Bosnia and Herzegovina) – BGATC (Belgium) – CATCU (Croatia) – CYATCU (Cyprus) – DATCA (Denmark) – FATCA (Finland) – GATCA (Greece) – GdF (Germany) – GLCCA (Luxembourg) – ICEATCA (Iceland) – ITUATC (Serbia) – MATCA (Malta) – MATCU (FYR of Macedonia) – NATCA (Norway) – NGATC (The Netherlands) – SKYCONTROL (Switzerland) – SINCTA (Portugal) – SNCTA (France) – SPKTA (Albania) – SSKL (Slovenia) – TUEM (EUROCONTROL) – UNICA (Italy) – UNICON (Kosovo) – USCA (Spain) – ZZKRL (Poland)

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