



"[air navigation control, [í] 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

secretariat@atceuc.org

PRESS RELEASE

The PricewaterhouseCoopers' study released last week by AA4E has shown the huge impact, and the importance, of any ATCOs' strike in Europe.

ATCEUC would be satisfied of such a publication, but for the figures reported in the study: overestimated in a ridiculous way.

Stating that a day of ATCOs strike* has a global impact of more than 55 M€ on the Continental economy would mean giving the Unions an enormous bargaining power against the States. Which is not true.

The reported number of flights affected by a day of strike*, wherever in Europe, is fairly unrealistic too. In fact, according to the data given, an hour of ATCOs' strike in a country on the edge of the European airspace should affect more than 10% of the flights crossing European airspace in 24 hours**, and this is mathematically impossible.

So such a document is not about giving the European population and Institutions any real information, this is simply playing with numbers in order to mislead the Public Opinion.

In the press release issued last week, A4E report its intentions to force the European institutions to find "*ambitious solutions*" that will obviously not consider safety (like the service provision by one or a group of three foreign ANSPs over the country affected by strike action, with ATCOs not endorsed to work in that airspace) but only airlines' business.

This is not what ATCEUC is working for.

Indeed, ATCEUC, together with CANSO and ETF, has recently produced a "Social Dialogue toolbox". ATM workers and employers, both committed to ensure the European citizens a safe and efficient ATM system, can now have common rules in managing social conflicts, normally arising in the

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

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democratic world. Associations like A4E have no right altogether to trample the rights of every workers in Europe while other stakeholders commit themselves to find realistic solutions.

ATCEUC represents 32 Unions and is the voice of more than 14'000 ATCOs across Europe.

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* In PWC study, both one hour of strike and 24 hours of strike are considered "One day of strike".

** According to Eurocontrol, the average daily number of flights in Europe ranges from 22,000 in winter to 32.000 in summer (9.75 million per year), source *Eurocontrol NOP report*