



"[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).

AUTUMN MEETING FINAL COMMUNIQUE

SINGLE EUROPEAN SKY II

Member States out of the loop. Providers under European Commission control. Financial sanctions as the ultimate tool.

The second legislative package proposed by the European Commission is, at present, simply unacceptable.

The regulation aims at driving Air Navigation Service performance in Europe. But despite a positive approach to Safety matters, we are extremely concerned with the proposed organisation. It will dilute responsibilities and generate multiple layers of bureaucracy, impeding our ability to react swiftly and efficiently. A failure that will, in the long run, be blamed on air traffic controllers.

ATCEUC shares the European Commission impatience for safer and more efficient skies. But :

- Focusing on penalties is dangerous;
- Excluding Member States will be catastrophic. Member States have huge legal responsibilities in ATM. They have been, up to now, slow to participate. But the solution is not to exclude them. They must act, and face their responsibility. Only then will the Single European Sky become a reality.

Cooperation will yield faster and better results. Today's urgency only makes it more important to focus on collaboration and co decision processes. The current proposed legislation seems to be headed in the exact opposite direction.

**Our mission is at stake.
Our profession is on the line.
Our future is being decided without us.**

ATCEUC is ready to organise European actions in the coming months if the voice of air traffic controllers is not heard and respected.

SOCIAL DIALOGUE – TIME TO ACT

The European social dialogue for civil aviation remains closed to the 12 000 air traffic controllers represented by ATCEUC. After years of constructive input, our members are side-lined and, de facto, excluded as the second legislative package is discussed. This situation is unacceptable and has been going on for too long. We call upon Europe to officially recognise ATCEUC as a social partner.

ISIS (FORMERLY KNOWN AS SEEFABA)

ATCEUC expresses its worries regarding the lack of staff consultation in the ISIS program (Implementation of SES in south-east Europe) especially as far as the governance structure is concerned.

EXECUTIVE BOARD: ATCEUC members elected their executive board

President: Mr. Volker Dick, *TUEM*,

1st Vice President: Mr. Francois Burgues, *SNCTA*,

2nd Vice President: Mr. Alejandro Sanchez, *USCA*,

Treasurer: Mr. Gianfranco Sacchetti, *ATMPP*

Ms. Maria Billi, *GATCA*

Mr. Nuno Simoes, *SINCTA*

Mr. Cristian Radu, *ATCOR*.

*Adopted unanimously
Paris 11th Oct 2008*

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GATCA (Greece) - GdF (Germany) - GLCCA (Luxembourg) - ITUATC (Serbia) - LIFSZ (Hungary) - MATCA (Malta)
MATCU (F. Y. Rep. of Macedonia) - NATCA (Norway) - NGATC (The Netherlands) - SWISSATCA (Switzerland) - SINCTA (Portugal)
SNCTA (France) - SPKTA (Albania) - SSKL (Slovenia) - TUEM (Eurocontrol) - USCA (Spain) - ZZKRL (Poland)