

## Communique

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The MOSAIC group held a meeting in Geneva this day, to keep on building a true public service of air navigation services.

### **MOSAIC is “alive and kicking”.**

The first major event of that day of work was the arrival among us of a 17th partner : SATTA, the professional association representing the Swiss ATSEP. This further increases the representativity of ATSEP in this project, and provides more proof that all the actors from the Safety chain are committed to make that project a reality.

### **MOSAIC & FAB Central**

The MOSAIC group wishes to congratulate those European Member States who have decided to get involved in the FAB Europe Central initiative. The FAB Europe Central concept is designed around values of operational, technical and institutional cooperation, which form the foundation of MOSAIC. As such, the FAB central can be seen as a first step towards MOSAIC. Some providers even made it clear that there should, ultimately, be a single unit rate for the FAB Europe Central, which is clearly in line with our principles.

However, similar praise cannot be voiced for the providers who are involved in the feasibility study. MOSAIC members experienced a grave disappointment during the so- called consultation forum held on 16th February in Brussels.

Staff must be involved in an appropriate manner, on *verified current* representativity figures in each provider, rather than on predefined institutional legitimacy. And it is urgent that the concerned providers realise that staff is not a *risk factor* as was repeated many times, but rather a chance for success - the only chance for success. Transparency is paramount, and should as well be established as a best practice, both towards the outside world, but also within the FAB central project itself. At this point there is little transparency between the different ANSPs but also between ANSPs and staff. Continued in this fashion, FAB Europe Central will fail to deliver the objectives set for the Single European Sky.

Fragmentation of airspace is now widely recognised as a major impediment to the improvement of ANS performance. It should as well be avoided at all cost within the FAB central feasibility study itself. Furthermore, proceedings in the feasibility study should be prioritised. Safety, operational, and social considerations should come first, and the conclusions of the relevant groups should prevail on the work of the other groups.

