

INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS

**22nd IFATCA EUROPEAN REGIONAL MEETING
14-16 October 2005, Rodos, Greece**

MEETING REPORT

1. Opening Session

- 1.1.** Opening address by EVP EUR, **Mr. Nicolas Y Lyrakides**
- 1.2.** Welcome address by President of Greek ATCA, **Mr. Manolis Antoniadis**
- 1.3.** Welcome message by the Minister of Aegean Islands, **Mr Aristotelis Pavlides**
- 1.4.** Welcome messages by the Governor of the Greek CAA, **Mr. Dimitrios Stamatis**
- 1.5.** Keynote speech by the DG EUROCONTROL, **Mr. Victor M Aguado**
- 1.6.** Message by President & CEO IFATCA **Mr. Marc Baumgartner**
- 1.7.** Announcements by the President of OC, **Mr. Dimitrios Danielides**

2. Roll call and acceptance of Agenda

EVP EUR welcomed all participants to the 22nd European Regional Meeting and wished all a successful and constructive meeting.

EVP EUR introduced the head table:
Nicolas Y Lyrakides, EVP Europe, Chairman
Dale Wright, EVP Finance
Patrik Peters, Liaison Officer Eurocontrol
Catharina De Decker, Secretary

EVP EUR pointed out that the schedule of the following days is very tight and ambitious and requested speakers to adhere closely to the timetable. He requested native English speaking participants to speak slowly and as a courtesy to others he requested everybody to switch off their mobile phones.

EVP EUR informed the meeting that the minutes, all reports and presentations from this meeting will be available on CD-rom and will be send to the MAs and to the observers.

The A55 was circulated and updated by those MA's present.

Member Associations present:

Albania	Cyprus	Germany
Austria	Czech Republic	Greece
Belarus (Proxy to Ukraine)	Denmark	Hungary
Belgium	EGATS	Iceland
Bosnia & Herzegovina	Finland	Israel
Bulgaria	France	Ireland
Croatia	FYR of Macedonia	Italy

Latvia	Poland	Spain
Lithuania	Portugal	Sweden
Luxembourg	Romania	Switzerland
Malta	Russia (Proxy to Ukraine)	Turkey
Moldova	Serbia & Montenegro	Ukraine
The Netherlands	Slovak Republic	United Kingdom
Norway	Slovenia	

Total: 39 MAs present + 2 Proxy

Non-member associations present:

Armenia

Observers and guest speakers:

- Eric Miart, Airport Operations, Eurocontrol
- Alex Skonieczki, Human Factors, Eurocontrol
- Radu Cioponea, Performance Review, Eurocontrol
- Gregory De Clerck, Airport Operations, Eurocontrol
- Adrian Enright, Luxembourg Institute, Eurocontrol
- Francine Lagache, Thales ATM
- Julien Solente, Thales ATM
- Capt. Paul Vissers, IFALPA
- Fiona Mc Fadden, ECA
- Capt. Antonis Nicolas, Aegean Airlines
- Gianfranco Sacchetti, ATCEUC
- Nikolaos Keramidas, IFATSEA

Editorial to the proposed agenda:

Change agenda item 15 to read 2006 instead of 2007
 Change agenda item 17.3 to read BUL/ROM instead of RADA.

The Final Agenda (rev 1 – 12 Oct), as amended, was accepted.

EVP EUR requested the European ambassadors, representatives of IFATCA, to introduce themselves and to inform the meeting in what field they are working. He invited MAs to address these persons for dedicated subject questions.

3. Acceptance of the minutes

3.1. European Regional Meeting, Bucharest, Romania , Oct 2004

The minutes of the European Regional Meeting 2004, Bucharest, Romania were accepted.

3.2. Informal European Regional Meeting, Melbourne, Apr 2005

The minutes of the Informal Regional Meeting held in Melbourne during Annual Conference were accepted.

4. Report of the Executive Board of IFATCA

A written report was provided.

EVP Finance informed the meeting on the different issues that had to be acted upon or had to be treated by PCX, EVPs or the Office.

5. Report of EVP Europe

A written report was provided.

EVP EUR highlighted on the high number of activities within the European Region, especially the EU and SES. A high number of MAs reported on various problems; they will be discussed during agenda item 9 in a closed session. In follow-up of the discussions of the Informal Regional Meeting in Melbourne on the reorganization of the European Region and the new job of EVP EUR, the EB supported the creation of Liaison Officer to Eurocontrol. Patrik Peters, EGATS, was appointed as LO Eurocontrol.

EVP EUR also reported on the successful meeting of the 4th Central Eastern European meeting. He reiterated the importance of the reports of the different European representatives.

EVP EUR concluded that the job of EVP EUR is certainly not an easy job, the workload increased tremendously over the years and the need for support even more. He welcomed any positive criticism on the way to continue.

Due to his new job, EVP EUR would not run for re-election at Annual Conference in Taiwan 2006.

6. Workshop / Update on Single European Sky – Mandates of EU / EUROCONTROL

A separate workshop on European Union and Single European Sky issues was held on Friday 14th of October 2005.

PCX, Marc Baumgartner set the scene for this workshop and the participants were informed on the situation today with regard to EU mandates, ICB, Social Dialogue, ATCO License, SESAME, FABs and the need to have an impact assessment.

The focal point for EU and SES is PCX assisted by EVP EUR and the different team leaders. An internal IFATCA workshop on the updates of SES has taken place in Brussels on the 27th July 2005 with observers from other social partners and pilots.

The EU has recently given new mandates to Eurocontrol: ATFM, EUIR and EAIP.

EU has recently approved a new EC directive on ATCOs license. Social dialogue still continuous and although it does not seem very productive for the time being, it has been decided that we, as IFATCA will remain part of it since it is the only official consultation mechanism.

ICB, the Industry Consultation Body, continues its works and could become the steering body for the SESAME (the Air Transport Industry initiative for the SES) implementation phase.

IFATCA, together with IFATSEA and IFALPA, are still discussing with ATA (Air Traffic Alliance) their involvement in SESAME project (as a separate entity, through corporate liability insurance, etc.).

CEATS is still a priority issue for us and is closely monitored. CEATS countries' ANS providers as well national governments are reconsidering their own strategies with regard to the CEATS involvement. While the Croatian and Slovenian providers expressed their doubts on the project and the Czech provider started to take own distance from it, the Italian ANS provider, decided not to ratify the CEATS project and to formally submit the request to withdraw the signed Agreement. European Commission's position to CEATS is still unclear.

The ensuing discussion expressed several opinions; from opposition to support of FABs. The fact that everybody has an idea of what is a "FAB" but that this is not the same for everyone does not make the discussion any easier.

Workshop participants expressed that there maybe merit in defining FABs as we (IFATCA), deem necessary. The impact assessment should also include possible benefits.

PCX reiterated that IFATCA is not opposing SES but is conscious that quite a lot of regulations are needed. The problem is that a too high number of these regulations remain in a grey area. Safety should come first but when discussing performance, cost and efficiency the tendency is that the TLS is not taken seriously; this may backfire on our profession.

7. Updates on the Information Hand Book (IHB), Geert Maesen

Geert informed the meeting that due to other commitments he did not have the opportunity to update the status of the MAs replies. He has been working together with EVPP on a reduced questionnaire. The electronic version will be presented at conference in 2006.

8. Updates on IFATCA's European Regional Fund, Philippe Domogala

Philippe informed the meeting that the account of the fund is 5108 €. The fund was used to support Moldova MA to attend the ERM as well as the attendance of Geert Maesen and Paul Neering. He appreciated the extra funds from EGATS and Germany.

As a reminder: the contribution is voluntary, MAs are invited to contribute 1€ per member per year.

9. Reports/Presentations of European Reps (Ambassadors) of IFATCA

			REPORT
9.1	<p>Report of Liaison Officer EUROCONTROL</p> <p>No further update to the report was necessary. Patrik requested for some more representatives, especially the need for back-up of representatives who cannot attend. Please contact Patrik : loeuro@ifatca.org</p>	Patrik Peters	√
9.2	<p>Experimental Centre Consultation Group (ECCG)</p> <p>This consultation group brings together around 50 stakeholders and is being chaired by IFATCA, PCX. The experimental centre is becoming more and more a commercialised approach. A lot of work for SESAME is currently or has been done by EEC. Work for the different Eurocontrol programmes is being validated in the EEC.</p>	Marc Baumgartner	√
9.3	<p>European ATFM Group Operations & Development Sub Group (EAG)</p> <p>EAG will become the EOAG dealing with operational issues, including the work of the ANT. ACG will be come the SCG (stakeholder consultation Group) to discuss strategic issues in a top down approach.</p>	Christos Komodromos	√
9.4	<p>ATM Procedures Development Sub-Group (APDSG)</p> <p>Kimmo explained that APDSG is a sub-group of the EATMP-ANT work structure. The work programme is practical air traffic control procedures and refrains from any political discussion e.g.</p> <ul style="list-style-type: none"> - FL100 pronunciation - Harmonised transition altitude - Continuous Descend Approaches - Level restrictions <p>Love, peace and prosperity</p>	Kimmo Koivula	√ ppt
9.5	<p>Air Navigation Team (ANT)</p> <p>Rob Marshall presented the report on behalf of Mark Green who was withheld to attend the ERM. Main issues discussed are :</p> <ul style="list-style-type: none"> - air-ground communications 8.33 kHz spacing, vertical expansion and the amended phraseology - harmonisation of airspace - shortage of SSR codes - CDAs - Navigation domain : RNAV, RNP, navigation strategy - SES covering airspace domains <p>On request of Italy Rob confirmed that the amended phraseology still requires the inclusion of decimal.</p>	Mark Green	√ppt
9.6	CEATS	Vittorio Della Bitta	√+ppt

	See agenda item 17.3		
9.7	<p>Advance Surface Movement Guidance Control System</p> <p>Edith highlighted the current activities on procedure development, safety case functional hazard analysis. Conclusions : most activities are finalized with important achievements and delivery of the procedures level 1 and level 2.</p>	Edith Kuntner	√ppt
9.8	<p>Safety Regulation Commission (SRC)</p> <p>Fabrice summarized on SRC23 and SRC24 meetings.</p> <p>On request of Sweden, Fabrice replied that secondary airports are considered the smaller airports with AFIS, but willing to accept commercial aircraft. There remains still the confusion on what airspace classification to be given; what airport can accept what traffic.</p>	Julian Ogilvie Fabrice Valloton	√+ppt
9.9	<p>Human Resources Team (HRT)</p> <p>Geert gave a verbal update on HRT24 and the knock-on work packages coming out of SESAME.</p>	Geert Maesen	√+ppt
9.10	<p>Human Resources Team Training Focus Group (TFG)</p> <p>The magazine "Hindsight" published by Eurocontrol is not being distributed by the ANSPs to the ATCOs. The magazine is made for ATCOs but does not reach the intended audience. This should be improved otherwise it is a waste of effort.</p> <p>Greece and Sweden requested how to access the Hindsight magazine.</p> <p>Alex Skonieczki said that the magazine was distributed to the safety managers of the ANSPs. They agreed to distribute it in the ops room. Alex would make sure that this will be improved in the future.</p>	Paul Neering	√+ppt
9.11	ASA Focus Group/CORA 2	Anthony Smoker	√
9.12	European Air Navigation Planning Group (EANPG - ICAO)	EVP EUR	√
9.13	EU Social Dialogue	Paul Neering	√
9.14	<p>NUAC</p> <p>See agenda item 17.3</p>	Pernille Ladefoged	√
9.15	<p>SAFREP</p> <p>Geert gave a quick overview of the conclusions and recommendations of the Safety Data Reporting and Data Flow Task Force (SAFREP) meetings. The findings of the SAFREP meetings will be put for approval at the next PC.</p>	Geert Maesen	√

9.16	<p>Safety Group</p> <p>The Safety Group is a High level meeting with representatives from ANSPs responsible for the implementation of the Strategic Safety Action Plan. There is a need for instant reporting by the ANSPs; currently the group is focussing on the Balkan States in both a top down and in a bottom up approach. The reporting on UAV operations is of major interest to the group. The strategic action plan is halfway its implementation and will be followed by a monitoring phase. Issues are data sharing and non-punitive reporting. Three main areas from a human factors point are under consideration: RA downlinking, review of existing procedures and CISM.</p>	Rob Marshall	
9.17	<p>ICAO seminar on Runway incursions</p>	Raimund Weidemann	
9.18	<p>AOT</p> <p>Raimund gave a brief update on his activities in the airport domain within Eurocontrol and within ICAO. The majority of the issues were discussed during the airport workshop held in conjunction with Eurocontrol on Friday 14th October 2005.</p>	Raimund Weidemann	

10. Presentations

10.1. English Language Testing to meet ICAO requirements, Adrian Enright, EUROCONTROL

Adrian Enright gave an explanation of what is expected from the new ICAO Annex 1 standard, effective 5 March 2008. This standard requires air traffic controllers and pilots to demonstrate language proficiency. This also becomes an ATC and pilots license endorsement.

Adrian is leading the Eurocontrol's initiative to develop a test (ELPAC – English language proficiency in aeronautical communication) to meet the ICAO requirements.

This test is a computer based – paperless test with a high level of security. The oral interaction is a simulated pilot/controller communication in 3 phases (non-visual and visual actions) to assess the language proficiency in routine and non-routine situations.

The ELPAC stakeholders are: ANSPs, regulators, IFATCA, IFALPA, European Commission, ICAEA, ICAO and controller unions.

Adrian is requesting assistance and feedback from IFATCA to be able to trial the test and to get advice on the test administration.

EVPEUR stated that the IFATCA input is not only from the European Region, but involves all the other Regions of IFATCA. He reminded the meeting that EVP Prof send out a letter to all the MAs dd 9 September 2005 stressing all the problems we will be facing with the testing and the new ICAO requirements. In general, States are not taking this issue seriously. As ATCOs we should be worried and we need to be proactive and work closely with the ANSPs.

On request of Cyprus, Adrian informed the meeting that the deadline for implementation is the 5th of March 2008. By that time, States will have to demonstrate that training and testing programmes have been put in place.

UK agreed that the programme itself is excellent, however if one fails the test what is the remedial programme to enable to redo the test. Adrian explained that the language test is a license endorsement matter and should be treated analogue to the medical requirement; an early identification of problems areas will trigger refresher training when necessary.

EVPEUR affirmed that this issue was discussed at the EANPG. There should exist some mechanism to give extensions to controllers who are not ready in the 1st phase to pass the test. Everyone is still in a learning process. Questions raised by the MAs will be asked at the next EANPG.

Following a question from Germany, Adrian replied that the language proficiency requirements apply to the official languages applicable in that particular State. Language and phraseology proficiency is the responsibility of the ANSP; the ANSP will need to make sure that the controllers are capable to communicate in the appropriate language.

Greece asked whether IFATCA has policy on this issue to protect older controllers from failing the test. What about a recommendation to receive official training prior to the test.

Adrian replied that the selection of ATCOs should happen so that they already achieve the required language level. Every English language expert at the training centres should be heavily involved in the test.

Belgium queried that ATCO license in the EU is regulated in 2006. Will the EU take on board the same test and will it be compatible with the European license? Adrian said that the criteria are known, but it is up to each ANSP how to adhere to these criteria. Eurocontrol is only providing a tool that meets ICAO requirements.

On a query from Germany, Adrian replied that ANSPs cannot be forced to apply the Eurocontrol test. A national language test should be a similar test to the English one.

Chairman PLC read out IFATCA policy:

- *Sufficient training must be available for current ATCOs of all English language abilities so as to be able to meet the required ICAO level and subsequently to retain (or improve) that competency (Melbourne 05.C.8).*
- *Staff who are unable to achieve and maintain the English language requirement must have their positions protected and given opportunities to reach the required ICAO level*

11. Member Associations

11.1. Reports

This agenda item was dealt with under closed session.

Albania	A written report was provided
Austria	A written report was provided
Belarus	A written report was provided
Belgium	A written report was provided
Bosnia and Herzegovina	A written report was provided
Bulgaria	A written report was provided
Croatia	A written report was provided
Cyprus	A written report was provided
Czech Republic	A written report was provided
Denmark	A written report was provided
EGATS	A written report was provided
Estonia	No report
Finland	A written report was provided
France	A written report was provided
FYR of Macedonia	A written report was provided
Georgia	No Report

Germany	A written report was provided
Greece	A written report was provided
Hungary	A written report was provided
Iceland	A written report was provided
Ireland	A written report was provided
Israel	A written report was provided
Italy	A written report was provided
Republic of Kazakhstan	No report
Latvia	A written report was provided
Republic of Lithuania	A written report was provided
Luxembourg	A written report was provided
Malta	A written report was provided
Moldova	A written report was provided
The Netherlands	A written report was provided
Norway	A written report was provided
Poland	A written report was provided
Portugal	No report
Romania	A written report was provided
Russia	No report
Serbia & Montenegro	A written report was provided
Slovak Republic	A written report was provided
Slovenia	A written report was provided
Sweden	A written report was provided
Switzerland	A written report was provided
Turkey	A written report was provided
Ukraine	A written report was provided
UK	A written report was provided

General issues evolving from the discussions during closed session:

- The need for an IFATCA definition on FAB, including minimum requirements and guidelines for consultation.
- Small MAs voiced concerns for the future existence of their respective ANSPs, worries were expressed with regard to competition following several FAB initiatives
- Several MAs reported serious staff shortages.
- Major traffic increase in certain areas without adapted manpower and lack of manpower planning for the future.
- Concerns were expressed that dynamic sectorisation with flexible rostering will not increase efficiency nor decrease the fatigue and stress for ATCOs as suggested by management.
- Concerns with regard to the operation of UAVs and lack of procedures
- Need for documentation or regulation on the limitation of working hours for ATCOs and reasons for early retirement.
- Several MAs voiced a real increased need for legal information and coordination.
- What are the requirements for ICAO Level 4 on English language ability and what will happen to ATCOs who fail?
- Some ANSPs are still continuing single man operation.
- Single man operation for 2 separate control positions (the coordination and radar position are completely separated) due to staff shortage
- Several MAs have great uncertainty as to the level of “non-punitive” and “protection of identity” culture.
- Traffic prediction from CFMU does not take account of the complexity of the airspace.
- Integration of ATCO training and pilot training.
- Safety issue concerning the Honeywell transponder.

Detailed assistance needed from IFATCA EB:

- Need for IFATCA position or policy to protect ATCO's from being put to trial in the media prior to any outcome of an investigation. Need to find ways how to educate media and others not to mislead the public opinion.
- Need for legal advice from experts to support worldwide ATCO's that are prosecuted following accident or incident
- Due to low number of resources the Luxembourg MA requests outside experts to assist to act as a back up in situations of deficiencies in procedures or equipment as proposed by the airport administration.

Suggestions :

- **create an external communication channel to counter proactively the media following an accident**
- **create a cell of ATCO's who have a law degree**
- **use nationally part of the membership fee to have insurance for legal advice in case of accident/incident**
- **have a workshop on how to deal with the media and how to get professional legal advice following an accident/serious incident**

11.2. Other issues

None

12. Relations to Union Representing ATCOs in Europe

12.1. ATC EUC , Gianfranco Sacchetti

Gianfranco informed the meeting on ATCEUC positions.

12.2. ITF/ETF

ITF/ETF were not present at the meeting

13. Confirmation of venue for the 2006 ERM in Sofia

The European Regional Meeting 2006 will be held in Sofia, Bulgaria, from 20-22nd October 2006. The hotel venue will be the Princess Hotel.

For more information www.bulatca.org.

The meeting confirmed the 23rd European Regional Meeting 2006 in Sofia, Bulgaria.

14. Selection of venue for the 2007 ERM

Czech Republic will investigate if they can organise the 2007 ERM. Confirmation will be given during AC 2006 in Taiwan.

15. Update on IFATCA Annual Conference 2006, Taiwan

AC 2006 will be held from 27 till 31 March 2006.

16. Statements of non-MAs and Observers

16.1. EUROCONTROL

Alex Skonieczki, also on behalf of the Director General of Eurocontrol, expressed his gratitude for the invitation to the European Regional meeting. He said that IFATCA is a very important stakeholder to the challenges European ATM is faced with. IFATCA's contribution is very important and highly recognized.

He congratulated the Greek association for an excellent event.

Eric Miart thanked the Greek Association for their willingness and support to hold the airport workshop; it proves that the importance for airports is recognized.

16.2. IFALPA

16.3. ECA

Paul Vissers, IFALPA representative, and Fiona Mc Fadden, Technical Officer of ECA, gave an update on the cooperation of the 2 organizations. Paul informed on the IFALPA/ECA structure and the coordination that continues between IFALPA and IFATCA.

Greece supported the initiative of closer cooperation between IFALPA and IFATCA and expressed the necessity for controllers to have cockpit access.

EVPEUR agreed and said that as the end users of the system we should work closely together for improvements in our profession.

16.4. IFATSEA

Nikolaos Keramidas, IFATSEA, stated that the cooperation between the two organisations is building at constant pace.

16.5. European Union

16.6. Other

Philippe Domogala, Editor of The Controller, requested that MAs should consider The Controller as their magazine. Ideas or topics that an MA would wish to see covered in the magazine can be suggested to ed@ifatca.org.

Since last conference, the IFATCA Office is managing advertising in The Controller. MAs that have contacts with companies that wish to advertise in The Controllers are requested to contact office@ifatca.org.

17. Any other Business

17.1. ATCOs' Int'l Day , 20 October – EB

EVP EUR reiterated that 20 October is the International Day of the Air Traffic Controller. The IFATCA Office sent out a letter of PCX together with a flyer to promote our profession.

17.2. Analysis of recent accidents (EVP EUR)

EVP EUR informed the meeting that during the Conference of Ministers in Luxembourg, the Ministers of Transport agreed to send a letter on the air accidents that happened in August 2005.

17.3. The future of Regional Cooperation / FABS (CEATS – NUAC – BUL/ROM)

CEATS

Vittorio della Bitta gave a general overview on the CEATS developments, the cost benefit analysis, where are we now and where are we going to.

Alex Skonieczki, Eurocontrol, said he did not want to comment on the Eurocontrol allegations expressed during the presentation.

He informed the meeting on the CEATS progress from his point of view. Eurocontrol is in full preparation of the social forum with all stakeholders in November. Based on the conclusion of the Ministerial Conference in Luxembourg, this social forum is needed as quickly as possible to clarify misleading information and to avoid misunderstanding.

On a question from Cyprus, Vittorio replied that the position of CEATS within EU is still uncertain; CEATS will need to comply with the SES regulations.

Slovenia said that a new cost benefit analysis should be undertaken, as Italy is leaving the project. He asked how the lower airspace will be financed.

Gianfranco Sacchetti, ATC EUC, said it is very difficult to get real answers. States are referring to European Union and European Union refers to States. He also informed the meeting that the cost benefit analysis is a simple power point presentation.

EVPEUR added that no developments take place to have a common regulatory framework and legal liability. CEATS is foreseen to become operational in Autumn 2007 but most probably the programme will be delayed.

NUAC

Pernille Ladefoged explained the new cooperation environment between the ANSPs of Denmark and Sweden; the overall aim being "cost reduction".

Poland asked how the 2 ANSPs will organise themselves into a 3rd organisation.

Pernille replied that the airspace of Denmark and Sweden will be put together and create a FAB as such. This hardly understandable as the existing centres have been built to cope with 2020 traffic figures. It may be that the existing centres continue and developments lie maybe in cross border sectors.

On a request from Romania Pernille explained that the goal is the merger of the upper airspace; a total merger of the ANSPs is not possible due to the military.

Slovenia asked how the two States handle the legal implications and how to handle the responsibility for the regulatory.

Pernille replied that first the States would define what is needed and what are the implications.

BUL/ROM

Christian Radu gave an overview of the Bulgarian and Romanian initiative on the BUL-ROM FAB project. Even though nobody knows what a FAB is, they are of the opinion that it is better to define themselves what a FAB is instead of somebody else telling them what it is.

Greece remarked that the main purpose is to reduce 58 ACCs to 10.

Christian said that the two centers for each country would remain; they don't agree with the so-called reduction.

EVPEUR uttered that the process is still a bottom-up approach. The EU gave some guidelines and expressed that they would love to see a limited number of airspace blocks. All this has initiated initial talks and negotiations between neighbouring countries. However, the process will not remain bottom-up.

Slovenia said that the problem does not lie with the air traffic control centers but with the number of FIRs.

France mentioned that the French airspace is divided in 5 centers; reason for this is that with the grow of traffic, the number of centers grew. He cannot imagine a center with 40 sectors.

Christian said that the centers need to be very interoperable and cost effective.

Belgium asked what is meant by the EU comment saying that the BUL-ROM FAB developments are not what the EU is expecting as FAB.

Christian said that the agreement is not an official declaration but merely a friendly discussion. The EU plans to extend the SES regulations outside the EU. This year a working group will start to study the creation of FABS in the South East of Europe (SEEFABO WG).

ATC EUC informed the meeting that there are other projects such as Ireland/UK, Spain/Portugal, France/Swiss. The unions are kept very well informed on these projects.

On request of EVPEUR whether any other projects or scenario's are born, Switzerland replied that Italy requested to be observer during the feasibility study between Switzerland and France.

17.4. EASC – European ATM staff representative conference – LO EUROCONTROL

Patrik Peters, LO Eurocontrol, explained that the idea behind EASC is to have a more structural approach between Eurocontrol and professional organisations and unions. The initiative starts at top level with the Director General of Eurocontrol with the intention to exist in addition to other consultation bodies. The objective is to enhance communication and understanding and to allow putting the views of the work floor to the Provisional Council. Members of this Conference are Eurocontrol, ATC EUC, ETF, IFATCA and IFATSEA. Terms of Reference have been drafted and a 1st meeting is planned on 18 October. IFATCA is in need for a representative to this conference.

Alex Skonizeki, Eurocontrol, commented that it is very important to formalize the working arrangements with staff representatives in the European ATM. It is especially important that this arrangement has the same level of consultation as the CESC. Before decisions are being made, Eurocontrol wants to make sure that consultation has taken place. Eurocontrol also welcomes IFATCA's liaison officer to Eurocontrol as being vital for coordination purposes.

17.5. FASTI – LO EUROCONTROL

Patrik Peters, LO Eurocontrol, explained that the First ATC Support Tools Implementation (FASTI) Programme originates as a short/medium term solution especially in the Eastern part of Europe as they have exceeding levels of traffic increase.

FASTI will serve as phase 2 in between DMEAN as phase 1 and SESAME as phase 3. FASTI addresses operational improvements and interoperability in the short/medium term.

The first meeting of the operational focus group may provide some details to questions like what do we gain and do we want to get involved.

17.6. Legal and Cultural Impediments to Safety Reporting – Radu Cioponea EUROCONTROL

Radu Cioponea, Eurocontrol, prepared a document following a survey that was held 3 years ago and published in 2003. The same survey has started again this year. The Performance Review Unit realises that there is not enough safety data to asses the safety performance at European level. There is a need to go deeper into details to identify the legal and regulatory issues for reporting. Is there a need for "just culture" ? The ATM part of aviation is too small, too unimportant.

Issues found so far are :

- **thrust**, lack of thrust at many levels between controllers and management, between management and legislators, between colleagues (difference in generation). We cannot isolate ourselves from justice and media, need to work with them and not against them
- **System** is very fragile, it needs constant input
- **Time** : it takes time to change.

A workshop might be needed on this issue to explain to the outside (governments, legislators and media) what is the meaning of a "non-punitive" environment,

Radu requested a bi-literal discussion with all the MAs to gather information.

17.7. Data base with statistics of prosecution of ATCOs – EB

EVP EUR informed the meeting that the IFATCA Executive Board is holding a data base with statistics of prosecution of ATCOs.

17.8. IFATCA EBM vacancies 2006, Taiwan

EVP EUR informed the meeting that next Annual Conference the following EB positions will be up for election :

- PCX& CEO
- EVP EUR
- EVP Finance
- EVP Professional

17.9. TPsec Report

EVP EUR said that David Guerin, TP Sec, provided a written report.

Action items for MAs :

- Update email addresses and manage email inboxes
- Could you please organise the appointment of an IFATCA Liaison Officer
- Distribution of IWEN and attachments
- Update to the Member Associations Corner in the IWEN
- Input from MAs for preparation of IFATCA's replies to ICAO State Letters
- Reply to IFATCA'S Professional and Legal Committee questionnaire on Commercialisation and Privatisation.
- Reply to the IFATCA Office questionnaire on Single Sky Social Impact Study
- Consider volunteering as a European expert on Eurocontrol work groups to prepare a weekly update for the IWEN.

17.10. EGATS future venues of ERMs

Patrik Peters, EGATS, requested everyone to re-evaluate the objective of the meeting and the fact that it should remain a meeting. The location should be easy to attend and easy accessible. He made a plea to have the ERM at more centrally located places.

EVP EUR asked that future MAs willing to organise the ERM to take into consideration this request.

Slovenia suggested organising a charter flight with Adria Airways for future venues.

18. Closing Session / Conclusions

18.1. Press Release

“Air Traffic Controllers from 41 European Countries highlight serious concerns about European ATM”

During the annual European Regional Meeting of the International Federation of Air Traffic Controllers' Associations (IFATCA) held on the Greek island of Rhodes, 265 Air Traffic Controllers from 41 European Countries once more expressed serious concerns on aspects of European Air Traffic Control Systems.

In addressing the meeting Victor Aguado, Director General of Eurocontrol declared that “the focus should be on safety and capacity” and that plans to harmonise ATC in Europe (such as the EU Single European Sky initiative) should be based upon operational requirements rather than political and economic interests. Mr Aguado added “We need cooperation more than competition”.

There is a feeling amongst controllers throughout Europe that the ATM system is still very much driven by financial requirements and the perceived need by some Air Navigation Service Providers to reduce costs.

During 3 days of intensive discussion and debate, delegates at the meeting addressed many issues and expressed concern over several issues including:

- **Increasing air traffic levels are being continuously reported with major growth being shown in Eastern Europe, yet these geographical areas tend to be the ones with least resources to cope with the increasing demand**
- **A European wide shortage of Air Traffic Controllers with a perceived reluctance by many employers to invest in the necessary resources in order to address the issue. As an example staffing problems in Greece will probably necessitate a drastic reduction in air traffic capacity within Greece during summer 2006**
- **Concern over the lack of privacy being shown towards the identity of ATC personnel following an accident, together with an increasing level of speculation on the cause of an accident being promoted prior to the findings of any official investigation being published**

Nicolas Lyrakides, IFATCA Executive Vice President Europe commented “IFATCA acknowledges the need for change. However pure efficiency and economies of scale shall not take precedence over safety”.

For further information contact Nicolas Lyrakides IFATCA Vice President Europe on +32 2 735 3510 or email evpeur@ifatca.org

18.2. Closing speech by EVP Europe

EVP EUR gratefully thanked the Guests of Honour during the opening ceremony, speakers during conference, the IFATCA ambassadors and representatives, the SES team leaders, the sponsors and the head table. He congratulated the Greek Organizing Committee for a wonderful meeting and thanked them for their great assistance and support. He especially enjoyed their hospitality.

In closing, EVP EUR stated:

“This is my last Formal European Regional Meeting as EVP EUR. It has been a pleasure working for you and more pleasure working with you all these years. Wherever I am my heart is an air traffic controller; it is the profession that I love and care about. I hope to see you in Taiwan and hand over the presidency to my successor. I hope I have lived up to your expectations; I know there is always room for improvement. If I have done some mistakes I am only human and apologies for any mistakes I made.”

The meeting closed on Sunday at 18.45