



*"[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).*

## **32<sup>nd</sup> ATCEUC MEETING FINAL COMMUNIQUE**

### **European Social Dialogue**

ATCEUC represents 12 000 Air Traffic Controllers in Europe, and as such requests to be recognised as a European Social Partner for Civil Aviation. It fulfils all the criteria outlined in articles 138 and 139 of the EC treaty. Social Dialogue must involve strong, reliable partners. They must be able to commit and to ensure acceptance and implementation of decisions taken through negotiations and discussions. The existing gaps in the Social Dialogue for ATM are massive, as the vast majority of European Air Traffic Controllers is not represented at all.

ATCEUC is ready to work in collaboration with fellow organisations, involved or not, in the Civil Aviation Social Dialogue. It will also ensure that IFATCA is duly represented in its delegation.

### **High Level Group**

ATCEUC remains very critical of some recommendations of the HLG, especially the ones aiming at opening to competition ancillary services and tower control, or at reorganising the governance of CFMU.

ATCEUC will monitor very closely the drafting of the second package of Single European Sky.

### **German Strategic vision**

ATCEUC took good note of the ambitious strategic vision of the German government for the FAB EC, as presented to the audience, to include upper, lower, terminal airspace and tower services into one single provider. It will certainly help our MOSAIC members to take their project one step further.

### **SESAR**

ATCEUC will participate in the drafting of CONOPS volume 2. We took good note of the re-definition of timetables, allowing for a distinction between R&D projects and systems that should be implemented by 2020.

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ATCU (Serbia) - ATC Branch of IMPACT (Ireland) - ATCOR (Romania) - ATMPP (Italy) - BATCU (Bulgaria)  
CATCU (Croatia) - GATCA (Greece) - GdF (Germany) - GLCCA (Luxembourg) - ITUATC (Serbia) - LIFSZ (Hungary)  
MATCA (Malta) - MATCU (F. Y. Rep. of Macedonia) - SKYCONTROL (Switzerland) - SINCTA (Portugal) - SNCTA (France)  
SPKTA (Albania) - SSKL (Slovenia) - TUEM (Eurocontrol) - USCA (Spain) - ZZKRL (Poland)

**Participation in the Joint Undertaking**

Staff representatives of ECA, IFATCA, IFATSEA and ATCEUC had previously agreed on a setup ensuring adequate staff representation in the administrative board of the Joint Undertaking; unfortunately ETF rejected the agreement, thus ensuring that no staff would participate at this stage. ATCEUC hopes that the European Commission will help us find a way out of this deadlock.

**SEEFABA**

ATCEUC is pleased to see that trade unions are now recognised as partners. However, the road is long, and ATCEUC, representing the huge majority of controllers involved in SEEFABA will go on helping and assisting its members whenever they ask for it.

**Adopted in Berlin Oct 20<sup>th</sup> 2007**