



"[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).

38th ATCEUC Meeting Venice 8-9th October 2010 Final communiqué

ATCEUC is very concerned by the situation European air traffic controllers (ATCO) are facing, especially in Spain, Greece, France and Belgium.

Today, Belgian ATCO are under the threat issued by Mr. O'Leary, Ryanair's CEO, who declared his intention to sue individual Belgian ATCO because they exercised their basic right to strike on the 28th of September, accusing them of *not respecting the rules*. ATCEUC, representing more than 13.000 ATCOs in Europe, understands the message and is convinced that the rules, including flight plan procedures, will be strictly applied.

ATCEUC is extremely worried by the EU-wide performance targets. The ATC system saw in the past years a reduction of 14% in terms of costs and 22% in terms of delay underlining the commitment of our members to operate a performing system (source PRR2009). However, this shall not be done to the detriment of safety. We cannot accept a performance system that is not measuring the level of safety while giving clear and overambitious objectives for cost reduction and capacity increase. Safety remains our first priority and our prime performance indicator. The legislative deadlines imposed in the regulation cannot justify an incomplete or dangerous approach to this essential piece of the second Single European Sky package.

ATCEUC is waiting for the SESAR program to become more applicable to the day-to-day operation. It is a matter of urgency to equip all control centres in Europe with high standard equipment. In line with this, we reaffirm our opposition to Single Man Operation: Safety and Capacity objectives require 2 fully rated controllers at each working position.

ATCEUC has never been in favour of the implementation of a licensing scheme for ATCO. We are preoccupied by the way the directive is being amended, as it is re-opening debates on sensitive issues and we will watch carefully that the new drafting does not induce further constraints for air traffic controllers.

ATCEUC is monitoring the possible evolution of the statute of the only true international control center, Maastricht UAC, within the context of FABEC. In this respect, ATCEUC will provide any support needed to its member TUEM.

ATCEUC welcomes USAE AV as a new member.

ATCEUC has elected a new executive board and congratulates:

Mr Volker Dick as President

Mr François Burgues as Vice-President

Mr Alejandro Sanchez as Vice-President

Mr Gianfranco Sacchetti as Treasurer

And

Mrs Maria Billi, Mr Nuno Simoes and Mr Marko Nevescanin as executive board officers.

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

Tel : (33) 442 33 77 66 - Fax : (33) 442 33 78 95 - Email : head@atceuc.org

www.atceuc.org

ATCU (Serbia) - ATC Branch of IMPACT (Ireland) - ATCOR (Romania) - ATMPP (Italy) - BATCU (Bulgaria)
BGATC (Belgium) - CATCU (Croatia) - CYATCU (Cyprus) - DATCA (Denmark) - GATCA (Greece)
GdF (Germany) - GLCCA (Luxembourg) - ICEATCA (Iceland) - ITUATC (Serbia) - LIFSZ (Hungary)
MATCA (Malta) - MATCU (F. Y. Rep. of Macedonia) - NATCA (Norway) - NGATC (The Netherlands)
SKYCONTROL (Switzerland) - SINCTA (Portugal) - SNCTA (France) - SPKTA (Albania) - SSKL (Slovenia)
TUEM (Eurocontrol) - USAE AV (Italy) - USCA (Spain) - ZZKRL (Poland)