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Air traffic controllers and trade unions : working to create a single Air Navigation Service Provider over their own countries

«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).

The presidents and representatives of the unions or professional associations of Belgium, France, Germany, Italy, Luxembourg, The Netherlands and Eurocontrol Maastricht, affirm that the first mission of Air Navigation Service Providers (ANSP) is to ensure the safety of passengers and of populations affected by aircraft flying over them.

After careful consideration they unanimously declare their opposition to any attempt aiming at introducing competition between Air Navigation Services Providers. In this respect they want to express their gravest concerns with regards to the ongoing privatisation of DFS (German ANSP).

To prevent this from happening, and in the interest of the citizens of Europe and the ATC (Air Traffic Control) users, **they request the creation of one single entity providing ATS in these countries' airspace from ground to unlimited.** This concept of ATM (Air Traffic Management) system called MOSAIC Project should be based on European Service of general interest. It should rely on user charges and/or state subsidies. It should be placed under direct supervision of the Ministers of transport.

This single entity will be built step by step, on the basis of a reinforced mutual cooperation between air navigation service providers initiated by national administrations. There should be different phases of cooperation leading to this complete integration. The first one covers technical harmonisation and short-term operational enhancements. During a transition phase the charging scheme should be centralised. An agency, created at this stage, will define an overall strategy and national providers shall abide by the strategy. The final phase will be the complete integration of providers and staff within a common European public agency, taking over the service provision tasks of the national providers of the countries concerned. Staff should be employed under the European civil servant general conditions of employment.

The goal is to deliver substantial safety gains while increasing the available capacity, through use of advanced technology, enhanced route network organisation, taking due account of the military requirements and flexible use of airspace, thus reducing the overall costs.

Multi-national programs shall continue to be managed and efficiently operated by a centralised international organisation.

“We have a certain idea of European ATM, and we aim at building «the Airbus of air navigation services». We cannot imagine how the European Commission, national governments, air navigation service providers, airlines and citizens could fail to support such a view” ■