



*"[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).

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## **From a disappointing process to a disastrous outcome!**

Last October, ATCEUC was given assurances that the European Commission (EC) was finally willing to discuss our views on the performance scheme, regarding the lack of real safety targets and the unrealistic cost efficiency targets.

Having this in mind, all 28 unions members of ATCEUC decided unanimously to postpone the Action Day scheduled for the 10th of October 2013. By doing so, ATCEUC and the European ATCOs showed again their commitment to contribute to a reasonable proposal and gave a new opportunity to the EC to engage in an effective dialogue and to take due account of our concerns and proposals.

But just one day after our meeting with EC, and our previous rejection of the PRB proposal, already including over-ambitious targets, we came across with an EC's proposal even more unrealistic, clearly showing that the former declaration of good faith, in solving the things out through an open dialogue, was a big fraud.

ATCEUC has been calling for the EC to take our views on board and to redraft its proposal because the unrealistic cost reduction and the unreasonable traffic forecast will endanger the ANSP ability to continue the safe provision of air navigation services. At the same time, a clear description of the interdependencies and trade-offs between the four KPAs, as stated in the regulation, is still missing. Nevertheless, the EC continues to show a stubborn and arrogant attitude against staff representatives, ANSPs and also the Member States.

Thus, the outcome of the last SSC was not a surprise for ATCEUC. The EU Member States have rejected the proposed RP2 targets, even though the EC has attempted hopelessly to step back to the PRB proposal. However, as it had happened in Vilnius, during the informal ministers meeting, the EC was again isolated and no consensus was achieved, forcing to add a decisive ad hoc SSC meeting to the calendar, to be held on the 4th of February.

ATCEUC has no doubts that EC will continue to push forward with its attempt to smash costs without taking into account the interdependencies of the whole system.

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

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Those who may think this was a clear blow to EC pretensions shall not forget the actual SES2+ package which, if approved, will give total powers the EC to set the performance targets without having the States obstructing or even influencing the process.

The SES2+ proposal will lead unequivocally to the worsening of labour and social conditions in the ATM industry and consequently putting the entire safety chain and service quality at risk. Both dossiers - the RP2 targets and the SES2+ package - are of great importance and bring high risks for the European ATCOs and ANSPs future.

ATCEUC has already issued its position:

- asking for a realistic and flexible approach, considering the actual economic depression in Europe;
- calling for the regulator to freeze the actual RP1 targets on costs and capacity;
- demanding that the EC takes due account of realistic traffic figures before setting cost targets;
- requesting for an assessment period, during the RP2, to evaluate and correct targets, if the assumptions on which they were defined are not being fulfilled;
- rejecting the approach made on Safety KPA, which does not measure how the system is performing on safety, ignoring the interdependencies and trade-offs between safety, costs, capacity and environment;
- asking to clearly identify the percentage of inefficiency of EU airspace attributed to ATM and to other actors; and
- suggesting a collaborative and comprehensive approach to motivate staff.

Although ATCEUC has repeatedly shown its commitment to a real discussion, the EC has continuously disregarded our opinion. This forces ATCEUC, once again, to stand firm by resuming **ATCEUC Action Day!**

**On January 29th, ATCOs around Europe will demonstrate their disappointment regarding EC's method, and their disagreement on the EC proposals for the RP2 targets and SES2+ package.**

**ATCEUC represents 28 unions and it's the voice of 14000 ATCOs across Europe.**

On behalf of ATCEUC Executive Board



Volker Dick  
ATCEUC President

Aix-en-Provence, 13th January 2014