



*"[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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## PRESS RELEASE

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During its last Committee Meeting, held in Malta on the 3rd and 4th of October, ATCEUC was given assurances that, together with the PRB, the European Commission was willing to genuinely the safety concerns and our views on unrealistic cost efficiency targets within its SESII+ package.

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

However, the EC chose to bring all stakeholders around the table degrading what could have been an effective dialogue into anarchy where the original figures were not even challenged This was intentional with the single purpose of retaining the original EC/PRB proposal for the SESII+ Reference Period 2 (RP2) Targets.

Furthermore, the long-standing request of staff organizations for a clear study on the interdependencies between targets continues to be ignored. Although staff organizations have been requesting clear measurable indicators and targets on safety for several years now, nothing concrete has been done. The result is that the EC hasn't taken any of the ATCEUC proposals in any of the areas into account.

This clearly indicates that the EC was never committed to having a genuine discussion, let alone reviewing its position. The entire process has been a smoke screen with the aim of misleading the Member States representatives for the next Single Sky Committee (SSC) meeting. Nothing was achieved in this process and the responsibility falls entirely on the EC rather than on ATCEUC.

The next SSC is the ultimate opportunity for the Member States to show their disappointment with this process and with the overriding desire of the EC, in its last

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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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legislative proposal, to leave the States out of any future decision process concerning European Air Traffic Management.

If the EC continues to force stakeholders to accept its proposal without engaging in a real and open dialogue, ATCEUC will be forced to mobilize all its members for an Action Day as early as January 2014.

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

Volker Dick  
ATCEUC President

A handwritten signature in black ink, appearing to read 'V. Dick', is centered below the printed name and title.