



"[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).

Aix en Provence Wednesday November 21st 2007

Recognition of ATCEUC as Social Partner

It is our pleasure to ask you to recognise ATCEUC as a social partner in the Civil Aviation Sectoral Committee. We will participate in the work conducted by this committee, and we will place special emphasis on the ATM Working Party;

The Air Traffic Controllers' European Union Coordination (ATCEUC) represents 11.500 Air Traffic Controllers (heart of the ATM system) through 23 trade unions from all over Europe. Our members come from Albania, Bulgaria, Croatia, France, Germany, Greece, Hungary, Ireland, Italy, Luxembourg, The Former Yugoslav Republic of Macedonia, Malta, The Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovenia, Spain, Switzerland and Eurocontrol Maastricht, with serious talks taking place about the inclusion of trade unions in Belgium and Austria in the near future.

Our members are trade unions representing, except in Hungary, the majority of air traffic controllers in their respective countries (see annex 1).

Those organisations are an integral and recognized part of their Member States' social partner structures and have the capacity to negotiate agreements. In this respect ATCEUC matches Article 1 (a) and (b) of the decision 98/500/EC of the 20th of May 1998

ATCEUC is an organisation directed by an executive board, elected on a two-year basis. Each delegate, every representative that speak on behalf of our members has a specific mandate to do so. What is more, our delegates are elected on a two-year basis, and their actions are reviewed every six months by a specific AGM.

That regular surveillance and discipline ensures that the decisions taken by the board are fully supported by all our members.

ATCEUC delegates are entitled to conduct discussions and to negotiate on behalf of their members. Should they sign an agreement, their members are bound to respect it, and will work to ensure its full implementation. In this respect ATCEUC matches Article 1 (a) and (c) of the decision 98/500/EC of the 20th of May 1998

Secretariat : ATCEUC/CRNA SUD-EST - 1, rue Vincent 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)
CATCU (Croatia) - GATCA (Greece) - GdF (Germany) - GLCCA (Luxembourg) - 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) - USCA (Spain) - ZZKRL (Poland)

ATCEUC is an organisation that relies on intense work. It is composed of operational controllers, who did not inherit any institutional legitimacy. To be heard and recognised, they rely on serious work and in-depth technical expertise. Our members believe in a pragmatic approach, relying on pro-active propositions rather than defensive reactions.

When discussing the issue with the social partners in place, you will no doubt be confronted with the opposition of one fellow organisation representing staff: ETF. We were, until recently, linked by a cooperation agreement signed by both our organisations. Through that agreement, we allowed ETF to speak on behalf of our organisation. In return, we were allowed to have one seat, sometimes two (out of fifteen) in the ATMWP (sub-group of CAS related to ATM).

Unfortunately, our organisations are very different. We pursue different aims, and work in totally different ways. We succeeded on protecting our agreement for three years. During those three years (both CANSO and the European Commission can certify this), we participated, and tried to be proactive.

Recently, however, ETF decided that it could not accept our differences any longer, and called for a re-negotiation of our agreement.

After lengthy discussions, we were unable to reach a common position, and our agreement was declared lapsed. From that moment on, we have been excluded from Social Dialogue.

ETF was also linked to IFATCA by a similar arrangement. At the very moment when we failed to renew our agreement, the ETF-IFATCA agreement was cancelled as well.

We are now facing a situation where the vast majority of Air Traffic Controllers are no longer represented in the European social Dialogue.

Saying that Europe needs to be prepared for changes in ATM in the coming years is an absolute understatement. And as far as air traffic controllers are concerned, it might be of even greater magnitude than anticipated. To discuss, prepare and implement those changes, social dialogue will be of paramount importance.

How could one hope to foster acceptance of change and evolution when the main actors are not sitting at the table?

Our commitment is to represent Air Traffic Controllers. We do not wish to replace anyone. We are not interested in being the exclusive social partner either.

We will cooperate and work with every organisation with a vested professional or social interest in ATM. To ensure that our discussions are fruitful, we will gladly include delegates from IFATCA in our delegation, and will coordinate to prepare common positions. This will ensure an even greater coherency of actions.

Employers and employees need strong and reliable partners; partners that can commit. They also need partners that ensure sufficient representativity. Recognising ATCEUC as a social partner will enhance the current processes, and, in the field of ATM, will boost the existing social dialogue to unprecedented levels.

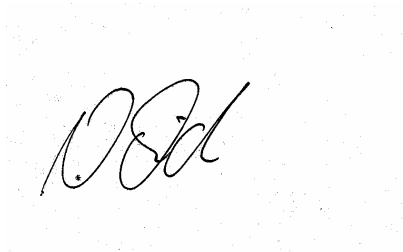
As employees, we need it.

As employers, you need it.

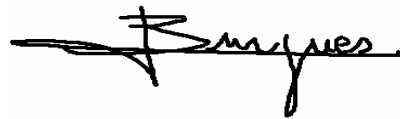
As a whole the European aviation sector needs it.
We cannot afford the luxury of an inefficient social dialogue in Europe when it comes to ATM.

We thank you for your attention and will be looking forward to hearing from you. We are, of course, at your disposal for any further data you might require. We would be happy to meet you to discuss this request of ours.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'V. Dick', written over a faint, circular watermark or seal.

Volker Dick
ATCEUC President

A handwritten signature in black ink, appearing to read 'Francois Burgues', written over a faint, circular watermark or seal.

Francois Burgues
ATCEUC Secretary

Annex 1

