



"[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).

Paris, 4th September 2008

COMMUNIQUE

After two months of the French presidency of the European Union. ATCEUC met Mr Gandil, French Director General of Civil Aviation, representing the French presidency of the European Union, to discuss, among other things, the second package of SES, and to exchange on the European Social Dialogue related to ATM.

The discussion was sincere, open minded, and to the point.

ATCEUC expressed its views on the proposed regulation from the EC. Despite a positive approach to Safety, ATCEUC is extremely concerned by the way this regulation seems to advocate competition as the ultimate tool. ATCEUC is also extremely concerned by the suppression of any reference to the fact that ATM is a public service for general interest.

ATCEUC made it clear that it shares the European Commission impatience for safer and more efficient skies . But we insisted that focusing on penalties and competition will prove detrimental. Cooperation will yield faster and better results. Today's urgency only makes it more important to focus on collaboration and co decision processes. The current proposed legislation seems to be headed in the exact opposite direction.

The European social dialogue for civil aviation remains closed to ATCEUC. And while the second legislative package is discussed, our members are side-lined and, *de facto*, excluded. A situation hardly acceptable, that has been going on for too long. ATCEUC asked the French presidency for its assistance in finding a way out of this "dead end"

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