



Communique Nice 9 september 2009

CRISIS

MARC members are well aware of the deleterious effects the crisis has on the aviation sector. All throughout FABEC, they have taken significant steps to help their provider to face the crisis. However, they will never accept any lay-off for operational staff nor that the current context is used to crackdown on their working conditions.

GERMANY : READY TO GO !

Michael Schäfer (president of GDF union representing 100% of DFS employees) declares: « *After our constitutional change, DFS and GDF are now ready for Europe, and privatization is dead* ». MARC warmly welcomes this statement paving the way for the construction of an integrated FABEC.

SOCIAL DIALOGUE : FIRST STEP.

ATC unions and professional associations are neither officially involved in FABEC task force nor informed about FABEC implementation. It creates an abyss in OPS-rooms knowledge, as their source of information is only the FABEC news letter.

MARC welcomes the long awaited decision taken by FABEC CEO to create a parity social dialogue structure allowing information and consultation to be conducted with staff representatives. Equally important, MARC now awaits further clarification on the role and composition of that structure.

At that point, MARC is happy to welcome FATCOA, the French air traffic controller association, member of IFATCA, as the latest MARC member, thus ensuring complete coherency for staff representation in FABEC.

GOVERNANCE: NO GOAL, NO WAY !

The absence of any institutional roadmaps, of clear and constructive goals has disorganized FABEC processes. It has opened gaps, shifting the focus and priorities on individual interests, rather than on the pursuit of a regional coherent concept.

MARC sees that evolution as a threat, that could lead to the implementation of so called “solutions” that could be worse than the current situation

OPERATIONAL TASK FORCES : HEADING FOR FAILURE.

Lack of decision making is one of the major problems for the Operational task forces. The concrete consequence would be a creation of less efficient network just because States and providers are not able to define common rules in the airspace and procedures design domains.



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CIVIL- MILITARY: STRUGGLE FOR AIRSPACE

The military airspace requirements, especially the French ones, have reached disproportionate levels in the most critical part of the European core area. Compared to the findings of the feasibility study, this is a real stumbling block driving any FABEC OPS concept towards less efficiency and more constraints than today on airlines.

Currently, all claims, being civil and military, put together would require 50% more airspace available in the area in order to fulfil all users requirements.

CONSOLIDATION : ?

MARC identifies that there is no progress to be seen in the work of many operational task forces. On the other hand, to hide this lack of results, ANSP are pushing forward a possible concept of centre consolidation. In this early stage MARC is strictly against this discussion. The focus should be on defragmentation of the airspace, civil military cooperation and to solve the problems of the main hot spots.

Unanimously adopted