



*"[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).*

## **39<sup>th</sup> ATCEUC Meeting Skopje Final communiqué**

ATCEUC held its Spring meeting in Skopje, 1<sup>st</sup> and 2<sup>nd</sup> April 2011.

ATCEUC is extremely concerned with the ongoing implementation of the Performance plans, especially for the first round of measures concerning the years 2012, 2013 and 2014. Europe has simply decided that it would simply not measure its safety level during that period. To make matters worse, the safety indicators foreseen for the following period (2015-2019) are too vague and will not allow the measure of any achievements in the field of Safety.

ATCEUC is well aware of the need to improve the overall performance of the system, and will participate to that improvement. But safety, costs, capacity, environmental efficiency are all inter-related. Any action on a specific performance area has consequences on other areas of performance. Those interactions must be measured and evaluated. That is why ATCEUC only supports a global approach to performance, taking into account all key performance areas, and focuses on our major obligation.

Safety must remain the absolute and highest obligation of ATM services. Safety cannot be ignored or not measured until, at best, 2019. It can and should be measured, using clear indicators, such as the number of runway incursions, or the loss of minimum separation between aircraft. ATCEUC urges the European Commission and the Performance Review Body to implement a real and true measure of Safety in Europe.

Those performance plans now have to be translated at FAB or national level. ATCEUC members will not endorse those plans and the associated obligations as long as safety is not at least measured.

ATM is recognised as a human centred system. It is widely accepted that it will remain human centred for the foreseeable future. ATCEUC supports the view that automation is a tool to assist the human in the decision making process, relieving it of ancillary or repeated tasks.

ATCEUC is extremely preoccupied by the situation of controllers in Greece, Spain, and Serbia. ATCEUC is determined to assist them in any possible way in the difficult times they are enduring.

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