



"[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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63rd ATCEUC Committee Meeting Final Communiqué

ATCEUC held its 63rd Committee Meeting in Hamburg, from 8 to 11 October 2024 hosted by GdF, the German Air Traffic Controllers Trade Union and wishes to thank GdF President and staff for the amazing organization and warm hospitality in one of the most prestigious European aviation capitals.

For the AI thematic discussion, ATCEUC welcomed Mr. François TRIBOULET (EASA project manager for AI assurance), Mr. Joerg BUXBAUM (DFS Head of Invention & Research), Mr. Benjamin CRAMET (EUROCONTROL NM Lab Manager), Mr. Seddik BELKOURA (EUROCONTROL MUAC Data Science Specialist), and Mr. Tom LAURSEN (Gate aviation).

With all this regulatory and operational expertise regrouped together, analyses on the short- and long-term changes and different usages of this new tool were discussed. This AI thematic day proves that IT specialists, engineers, regulatory experts and workers representatives can speak the same language, share concerns and build a strong cooperation for future ATM/ANS.

Mr. Iacopo PRISSINOTTI Director Network Management at EUROCONTROL reiterated Spring 2024 strong message, **"People want to fly, ATM/ANS has to prepare"**. Demand will be strong for 2025 and beyond. Embarking lessons learned from summer 2024 and preparing Summer 2025 are high priorities together with building solutions for the mid-term.

Considering this, ATCEUC members call on the European Commission, when assessing national performance plans, to prioritise proper investment in staff and ATM systems. Providing capacity and resilience cannot be jeopardised by implementing inaccurate cost efficiency measures.

ATCEUC denounces the current EASA stakeholder consultation process. The EASA Stakeholder Advisory Body (SAB) is the most strategic EASA body for discussion between EASA and the industry. Its composition is in the hands of the industry, as well as the definition of all related EASA consultation processes. Recent changes in SAB terms of reference resulted in ATCEUC being out of any EASA consultation. This decision can only result in a weakening EASA consultation in ATM/ANS sector.

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The European Commission cannot accept that its own agency could have an improper, not representative consultation process. ATCEUC calls on the European Commission to urgently take action and remind industry stakeholders their roles and responsibilities in organising EASA consultation.

When looking at summer 2024, anyone can see that these three ATCEUC main political messages delivered throughout the last decade remain of the highest importance.

- Focus on resilience more than on cost effectiveness
- Focus on a stable and high level of investment
- Focus on a continuous and adequate level of recruitment of ATCOs and ATSEPs, as ATM/ANS will continue to be an industry with humans at the core until 2040 and beyond.

No matter any disrespectful and defamatory social media campaign, ATCEUC remains committed to turn its political messages into concrete actions and decisions at local level in support of our members as well as at the highest EU political level.

Hamburg, 11th October 2024