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STOP TARGETS ON THE PERFORMANCE SCHEME IN AIR TRAFFIC MANAGEMENT

There is a common agreement that the Single European Sky' (SES) is facing major capacity issues. These capacity issues need to be urgently tackled as they create inconvenience for the passengers as well as they decrease the environmental performance.

Having a common view of all aviation stakeholders on the need of the SES doesn't mean that staff organisations share the same ideas about what should be done to improve the current situation.

Most of the ANSPs are today facing major staffing issues that are often the result of the cost reductions that are part of the Commission performance and charging schemes. Top-down cost cutting policies of RP1 and RP2 have reduced the capacity and the environmental performance of ANSPs and inevitably will produce the same effects for RP3.

The benefits for EU passengers of these policies are not reached as the quality of the service has been lowered with important delays and the ticket prices remain similar or even incredibly high for some destinations.

Our inputs to the Airspace Architecture Study (AAS), which are in line with the European court of auditor's report, and to the Wise Person Group report have been only very partially taken into account. Nowadays, studies, reports and declarations regarding the future of the European ATM industry are very far from the roadmap of the front-line workers of the ATM industry.

Some of the proposed solutions that are on the table in the AAS could help to improve the efficiency of the ATM system. Better data sharing could indeed bring some benefits as it is the case today when a standard exists such as the use of cross border radars. But there is a lack of proper ATM standards because no Regulation forces the extensive use of these standards.

Another idea from the AAS is a complete airspace redesign to remove the European hotspots. The idea looks of course nice, but when going more in depth into how the airspace redesign was studied, it clearly shows that it does not reflect the reality. Cross-border services are already a reality, and every unit has fine-tuned agreements with their neighbouring units

As representatives of the ATM workers directly involved, we request that there is a pause in the non-achievable targets of the performance scheme. However, we recommend that the SES initiatives focus on realistic and implementable projects with benefits that can be linked to achievable performance scheme targets. We also demand that the industry and the EU work on common standards that will improve the strongly needed interoperability of our systems. Finally, as it started in the EASA, the social impact of any further regulation should be assessed in detail, in order to avoid the mistakes of the past.

Volker Dick
ATCEUC

François Ballestero
ETF

Fernando Lopes
IFAIMA

Tom Laursen
IFATCA

Costas Christoforou
IFATSEA