

**Minutes of the Fifth meeting of Expert Group of the Social Dimension of
the Single European Sky
11 May 2012**

Participants:

- The European Commission, Directorate E2
- CANSO
- ECA
- ETF
- IFAIMA
- IFATCA
- IFATSEA

1. Welcome of the Participants and adoption of the minutes of 15-12-2011

The meeting was chaired by the European Commission; all participants were welcomed, highlighting the upcoming Cyprus conference focusing on the Single European Sky (SES) and the roadmap to safety. The minutes of the previous meeting were adopted unanimously with minor modifications. The agenda was also accepted.

Attendees stressed the importance of consultation when it comes to Performance Plans. They expressed some worries about RP2, where a more delicate, participative approach would be appropriate.

The European Commission declared that the targets set by Member States for RP1 are consistent with EU-wide targets. Needless to say, some Member States have done more, others less.

The role to be played by the Network Manager (NM) in the case of industrial action was questioned.

The European Commission replied that the NM polled the various ANSPs on how they would act in the case of industrial action. Results when available will be sent to the EC. According to the results, demonstrations of best practice may be recommended.

2. Presentation by the FAB coordinator of the state of play

The FAB Coordinator provided the audience with a general overview of the progress being made towards the establishments of the FABs. The EU has set as June the 24th the deadline for submission of all material needed for FAB establishment.

A mixed picture emerged with some positives and some negatives.

Overall, the situation is not improving as fast as expected and Commissioner Kallas might be encouraged to remind MS at the Cyprus conference of their responsibilities under EU legislation in order to meet all SES's goals.

Attendees reported that there was little social dialogue going on at the FAB level. As operational staffs are not directly involved, many controllers are becoming increasingly

worried about the future functioning of the ATM system. They opined that FABs are not "functional", and operational improvements are not a direct consequence of them.

Moving to SESAR, **attendees** said that uncertainty is still a major factor, and this is discouraging FABs in committing more resources and efforts.

The FAB Coordinator acknowledged that SESAR is clouded with uncertainty, but also that FABs should think with a common dimension and act proactively. He wished that the A6 group could find some common standards. Once these are set, it's up to the industry to fight for the market.

Attendees again stressed that the issues at stake are quite thorny, with huge political, defence and/or strategic implications. Moreover, within some FABs it might be easier to cooperate rather than in others.

The European Commission made clear that the EC is organising numerous bilateral meeting with FABs to make sure everything is going in the right direction. Unfortunately, even some performing FABs are somewhat reticent to meet with EC's officials

Attendees underlined the importance of having EU-wide independent indicators in the field of safety; this is paramount for RP2.

3. Charging and performance, debate on the process of adoption of the objectives (and feedback of the Single Sky Committee), debate from RP1 to RP2

The European Commission stated that the Performance Plans will be on the agenda of the next SSC. Assessment is currently being carried out by the EC with assistance of the PRB in this task

Attendees indicated that letters should be sent out by the EC to MS and then discussed by the SSC. Final decision on acceptability rests in the hands of the EC. They also pointed out their preference: Performance Planning can take place both at the FAB and national levels. It was also suggested that having metrics indicators for safety in RP2 would be a plus.

4. AOB

Attendees underlined inconsistencies existing between the SERA Regulation and the essential requirements laid down in Commission Regulation (EC) No 1108/2009. SERA is a reflection of ICAO rules and, while it is quite precise in assigning responsibilities, Commission Regulation (EC) No 1108/2009 has a broader scope. They informed all that a paper will be submitted to the Commission in order to solve this incoherence.

The EC replied that in the case there is divergence between Regulations, the EC legal services will assess the case.

Finally, the participants agreed that the next meeting of the Expert group of the social dimension of SES will be convened in Q4/2012.