



Le 8 janvier 2014

## INFORMATION EUROPEENNE ACTION CONTRE SES2+ ET RP2

La DGAC vient de nous transmettre le courrier des ministres des transports français, espagnol et italien envoyé au vice-président de la Commission européenne concernant les objectifs de performance européens pour la période 2015-2019.

Les ministres rejettent les objectifs de performance de la Commission européenne et de la Performance Review Body (PRB). Ils confirment la position des États exprimée lors du Comité Ciel unique de décembre 2013.

Les ministres dénoncent les objectifs qui sont très éloignés de la réalité et les conséquences possibles sur le fonctionnement des prestataires de la navigation aérienne.

En effet, la réduction des financements et des recrutements ne pourraient que ralentir les évolutions technologiques et impacter la capacité future des services de la navigation aérienne.

Les ministres refusent, de facto, la mise en œuvre d'un service « low-cost » en reprenant les arguments de l'ETF (Fédération Européenne des travailleurs des Transports).

Cette position des ministres est la réponse aux actions syndicales et aux menaces de grève européenne le 30 janvier 2014 lors de la journée d'action organisée par l'ETF. Cette prise de conscience des gouvernements est insuffisante et doit être appuyée par l'action des personnels.

**Tous ensemble mobilisons-nous contre le projet SES2+ et les objectifs de performance RP2 destructeurs pour la DGAC afin de faire reculer les projets irréalistes de la Commission Européenne !**

**FO, membre fondateur de l'ETF, appelle l'ensemble des personnels de la DGAC à participer à la journée d'action du 30 janvier 2014.**

***Vous souhaitez défendre l'avenir des services et des personnels de la DGAC ?  
REJOIGNEZ LE SNNA-FO !***

**Nom & Prénom :**

Date de naissance :

Corps :

Affectation :

Adresse professionnelle :

Email :

A....., le..... Signature

 :

Portable :

**A renvoyer par fax 05 57 92 84 87, par mail ou au :  
SNNA-FO, DSAC/SO, B.P. 70116  
33704 MERIGNAC CEDEX**





*La Ministra de Fomento*

*Le ministre délégué  
chargé des transports,  
de la mer et de la pêche*

*Il Ministro delle Infrastrutture  
e dei Trasporti*

Paris, le

Dear Mr Vice-President,

In the framework of the Single European Sky, the European Commission presented in October a draft decision setting the European Union level performance targets for air navigation services. These targets were mainly based on proposals by the Performance Review Body (PRB), resulting from a preparation process conducted over spring and summer, including a consultation phase.

A first discussion on this draft decision took place in the Single Sky Committee at the end of October, after hearing statements by representatives of the concerned stakeholders: airlines, air navigation service providers and staff of the latter. The Committee discussion focused in particular on the cost-efficiency target, for which the draft decision involves a reduction of the overall costs of en-route services by -2.5% per year in real terms from 2014 to 2019. Combined with an average growth of +2.6% per year, it results into a European Union target of reduction of the unit costs, used for charging the services to users, of -5.1% per year, in real terms.


A large number of Member States representatives stated that the targets proposed by the Commission, as well as those proposed by the PRB, were not realistic and could not be met. The rationales provided by the PRB were deemed to be too mathematical and theoretical, compared to other sectors of activities or with air traffic control in the United States, and not taking into account the real opportunities to reduce costs in the next years. Among other factors, it was made clear during the discussion in the Single Sky Committee that major technical or operational improvements expected from the deployment of the SESAR modernisation programme, also offering possibilities for service integration, will mainly deliver benefits from around 2020 and beyond.

M Siim KALLAS  
Vice-President of the European Commission  
Commissioner for Transport  
B 1049 BRUSSELS

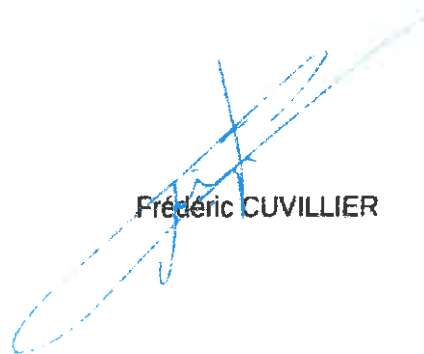
While supporting the continuation of the significant efforts achieved over the period 2012-2014, contributing to a competitive European air transport network, we wish to confirm to you that the realistic elements available show that such a magnitude of reduction of air navigation costs as proposed by the Commission or the PRB seems to be out of reach for the years 2015-2019. As staff costs account for about 60% of air navigation service providers' costs, striving to achieve such a reduction would necessitate deep cuts in operational staff numbers including air traffic controllers, as well as investments, to an extent widely incompatible with the required sustainable service quality and the technical assets allowing the deployment of the SESAR modernisation programme and its interim steps. Furthermore, stopping recruitments could not be compensated rapidly when needed, considering the duration training of air traffic controllers ab initio, with a risk of a wide, long lasting capacity gap. In addition, this would most probably entail future legal actions against a number of Member States where the Commission would consider that they do not adequately contribute to the European Union target, even with measures possibly detrimental to the users and the network at large, and/or that they do not comply with technical and operational requirements.

We are confident that our common goal is to reach an equilibrium allowing us continue to collectively improve the global performance, notably on the point of the cost-efficiency, avoiding any damageable consequences, which in the end would affect European air transport and passengers. In these views, we request that the Commission accept to reconsider and discuss the proposed targets, which could be supported neither at that level, nor at the level proposed by the PRB.

Yours sincerely,



Ana Pastor



Frédéric CUVILLIER



Maurizio LUPI