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Policy Paper of the Swiss Air Traffic Controllers' Associations and Unions

1. Financial structure of skyguide

Skyguide should be financially compensated for all services provided within the framework of its task.

Skyguide currently lacks compensation for various services provided by the company in the public interest. This includes Air Traffic Services in foreign delegated airspaces, at regional aerodromes as well as project work of a purely political nature. Service provision in delegated foreign airspace is crucial for efficient handling of air traffic around our national airports (Geneva and Zurich). Such systematic under recovery must be compensated by public funding and, later, possibly within the framework of European integration projects.

2. Mid-term strategy skyguide

Skyguide should continue the current 2-center-setup and aim for enhancement and full interoperability of air traffic management systems.

Skyguide's most important mid-term future asset will be its capability to provide safety and capacity to cope with the upcoming air traffic demand. All efforts and investments should therefore be invested in capacity-generating and safety-enhancing projects. This implies continuous recruitment and training of qualified air traffic control personnel, as well as upgrading the ATM systems. These technical upgrades should allow for full interoperability between centers ("virtual center" concept) enabling seamless traffic handling and redundancy (e.g. in case of failures).

Any decision to change the current 2-center setup should only be made within the framework of a politically-accepted European integration project (e.g. FABEC), when the consequences of SESAR and other developments in air traffic management are assessed in detail within a Global and Pan-European context.

3. Long-term strategy skyguide

Skyguide should endeavor to be part of a regional air navigation service provision arrangement under full public ownership.

The main objective of the Single European Sky project is to provide seamless air traffic services throughout Europe, thereby reducing the fragmentation costs caused by different national procedural and technical setups. We believe that this cannot be achieved by introducing competition into air traffic management service provision. It could only be partially achieved by reducing the number of air traffic control centers. Institutional arrangements must be found to promote full co-operation between Air Navigation Service Providers including staff development, system procurement and development, administration, as well as harmonisation of operational procedures, while sharing costs and benefits equally. Public ownership and funding must be

ensured in order to guarantee independence, thereby ensuring that the primary focus is safety as well as efficiency.

For further information on this issue please refer to www.project-mosaic.eu.

4. Air Navigation Service provision at Regional Aerodromes

Air navigation services at regional aerodromes should continue to be provided by skyguide and mainly be financed through service user charges and federal funding, as well as contributions from local political and/or economical entities.

The original intention of integrating all ATM operations at regional and military aerodromes under the skyguide umbrella was to provide air traffic services in Switzerland from one source. By applying this basic principle, synergy and benefits for infrastructure, administration and operations are achieved. Those profiting from specific air traffic service functions at a regional aerodrome should share the costs for the provision of these services, thus enabling cost-recovery for such services.

5. "Just Culture"

Apply consistently and without exceptions the "Just Culture" principle as well as all provisions of ICAO Annex 13 in Switzerland.

Still today, the "non-disclosure of recordings" principle laid down in para 5.12 of Annex 13 to the ICAO Convention is not guaranteed in Switzerland, offering judicial authorities the opportunity to investigate data and use it against professionals involved in incidents or accidents. This poses a serious risk to full and systematic reporting, a fundament for continuous improvement and refinement of a safety critical system. In accordance with the recommendations of the NLR Report (NLR 2003, Aviation Safety Management in Switzerland, mainly Appendix F), all the provisions of Annex 13 shall be applied.