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European Transport Workers' Federation
Fédération Européenne des Travailleurs des Transports
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Federación Europea de los Trabajadores del Transporte

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National report

Country	France
ANSP	DSNA
Date	June 2019

ATS statistics:

IFR flights increased by 4,1% compared to the same time last year.

Political/national context:

The president lost its bid to defeat far right party (RN, used to be FN) over the last European elections. Green party arrived third, leading left wing parties, traditional right-wing party is fourth and socialists and GUE-NGL affiliates are the other parties who have elected members of European parliament.

With right wing mayors joining Macron, it becomes evident to more and more people that the policy he conducts is a right-wing policy.

Social/Collective agreement:

Negotiations for 5-year agreements are foreseen before the end of the year. Main topics on the agenda: ATCO productivity and reconciliation (or not) of units with and without an "HR-experiment" (more flexible roster), how to cope with less people elsewhere ... Staffing levels is the topic where all unions joined to pressure the government into releasing the constraint.

A focus on ATSEPs: if the total number of people does not increase, it will mean having less ATSEPs (to have more ATCOs) at a time where new systems are supposed to be installed which will most likely be an issue in the next years.

Reminder: over the last strikes, the minimum service agreements have been unilaterally revised by DSNA (and government) to extend the number of ATCOs without right to join the strike to allow more sectors to be opened. This is just an example how the right to strike is under attack.



President

General Secretary Eduardo Chagas

Vice Presidents



Technological implementations (ROT, new systems...):

Electronic Environment :

The switch to new HMI (Human-Machine Interface) systems is endlessly delayed (by one more year since last report) and the only centres with a new system are Brest and Bordeaux ACCs. Marseille and Reims ACC could be equipped with a new system in 2022, Paris in 2023. It is even worse for approaches and aerodromes excluding Paris, for which the call for tender for the new system has been questioned by an internal audit from the ministry, so the whole process is put on hold for review.

Remote tower :

DSNA calls it Digital Advanced Tower and there are 3 projects related to that technology remaining:

- 1) DSNA is proposing not to install a ground surveillance system in Bordeaux and to replace it with a camera system at strategic locations.
- 2) DSNA is also intending to install a remote tower system for a helipad located in Cannes harbour (Quai du Large) to provide control service on this helipad located in the CTR of the neighbouring aerodrome. At certain time of the day the aerodrome control service is intended to be provided by the same controller to the aerodrome and to the helipad which would be a multiple mode of operations.
- 3) After the end of military ATS service at Tours airport, DSNA revealed its intention to create an RTC, more details should be announced on June 28th.

FAB:

The results of the FABEC workshop ATM 2035 have been presented by Charly to the SJU on April 5th. We insisted that flight centric operations or a wide-spread use of non-geographical sectors are not realistic as targets for 2035. Regarding the Airspace Architecture Study, we emphasized the several social risks associated with the introduction of ATM Data service providers. We presented the ATM 2035 report to DG move as well.

We also had a 2nd layer workshop on some SESAR solutions, namely simultaneous remote control, multi-sector planner and non-geographical unit rating.

FABEC SD toolbox workshop was not well attended and some ANSPs were not present.



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