

## WHO ARE THE ANSSs?

ANSSs are highly trained/experienced staff who are competent and motivated to perform functions and deliver services in a highly demanding safety critical environment.

The following (in-exhaustive) list provides examples of functions/services that are key to the Air Traffic Control operations and are carried out by ANSSs:

maintenance of all ATM equipment/tools performed by ATSEPs (Air Traffic Safety Electronics Personnel), Aeronautical Information Management, ATS reporting Offices, aeronautical meteorological observation and forecasting, flight information services, communication services (fixed and air-ground), flight data processing, operational room supervision, flow management, airspace design and flight procedure design, route availability, safety & quality management, energy supply and air conditioning of operational equipment, training and competence management, security, cyber security, alerting services, civil/military coordination, pseudo-pilots for air traffic control simulations.

Many of these key functions are currently performed in house by the ANSPs.

The European Transport Workers' Federation (ETF) representing more than 270,000 civil aviation employees is the only organization uniting all workers within the air traffic management (ATM) sector (from Air Traffic Control Officers through to administrative staff, all member unions and their representatives).



**NO**

**TO UNBUNDLING FOR  
THE AIR NAVIGATION  
SERVICES SPECIALISTS  
(ANSSS)!**

**YES**

**TO A COOPERATIVE  
APPROACH THROUGH  
PROXIMITY BETWEEN  
ATM STAFF!**



### **MORE INFORMATION**

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Ever since the initial talks, prior to the establishment of the first legislative package on the Single European Sky, the principle of unbundling of support services has been on the European Commission's agenda. Supporters of this principle, such as for instance the Wise Person Group or the airlines, have the view that unbundling or fragmentation of key support services will somehow reduce charges for air navigation services by applying "market principles" to these domains. The Commission wishes to have less fragmentation in the sky and, at the same time, is willing to create more fragmentation with its unbundling approach.

# SAFETY MUST REMAIN PARAMOUNT FOR THE ATC

Safety is provided and ensured through workers notably by the ANSSs as most of the functions listed have a strong link to safety. To foster the necessary environment to build and sustain common understanding and behaviours throughout the safety chain, it is paramount that these workers are directly linked to the ATCOs. Indeed, risks to safety including the erosion of safety are increased through fragmentation; unnecessary complexity; increased (intercompany) interfaces, differing company/organisational drivers and environments.

The most effective way to foster a safety culture, ensure safety at the heart of the service and efficient flow of air traffic is to minimise fragmentation and as such to have people employed by the air navigation service providers.

Economic and commercial pressures along with (artificial) market principles pose real tensions to safety and often to efficiency. Furthermore the unbundling approach puts air navigation safety in the hands of commercial contract law – where safety will be reduced to the level of the weaknesses of commercial contracts.



## EFFECTS OF DIGITALISATION

Some of the functions mentioned above will see major evolution of the associated tasks with the introduction of modern digital tools. However, it is unlikely that these functions will be fully automated and the humans performing those tasks will still need to work, even if differently from current practices.

## THE NEED FOR TRAINING REQUIREMENTS

A first step towards the establishment of a level playing field for those functions, and for improved efficiency, would be to establish a common framework to manage the competence of the staff performing those tasks. The ETF has issued a proposal with this objective to the European Aviation Safety Agency (EASA).