-Some statistics.

-Deferral of ATM charges.

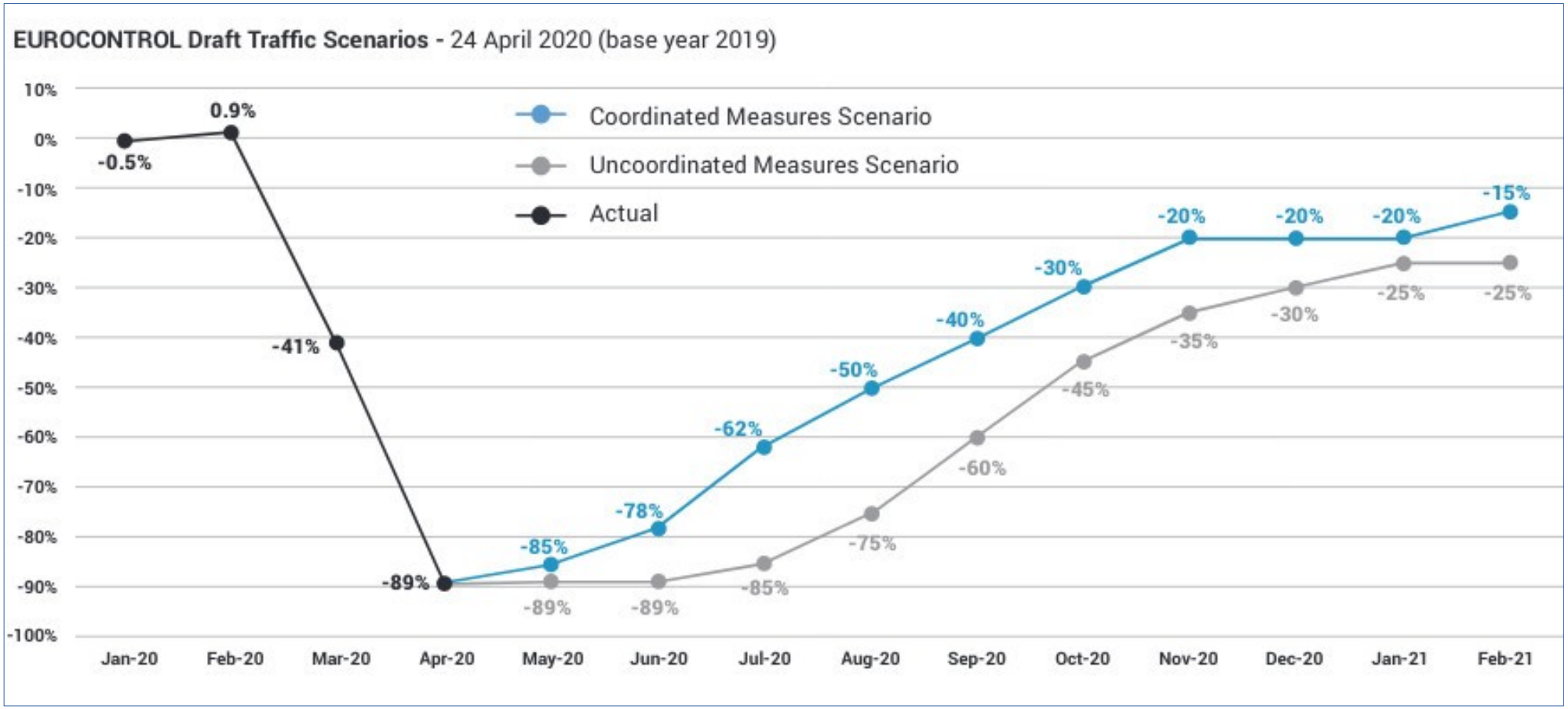
-options of the commission for the charging scheme

-ETF communication strategy.

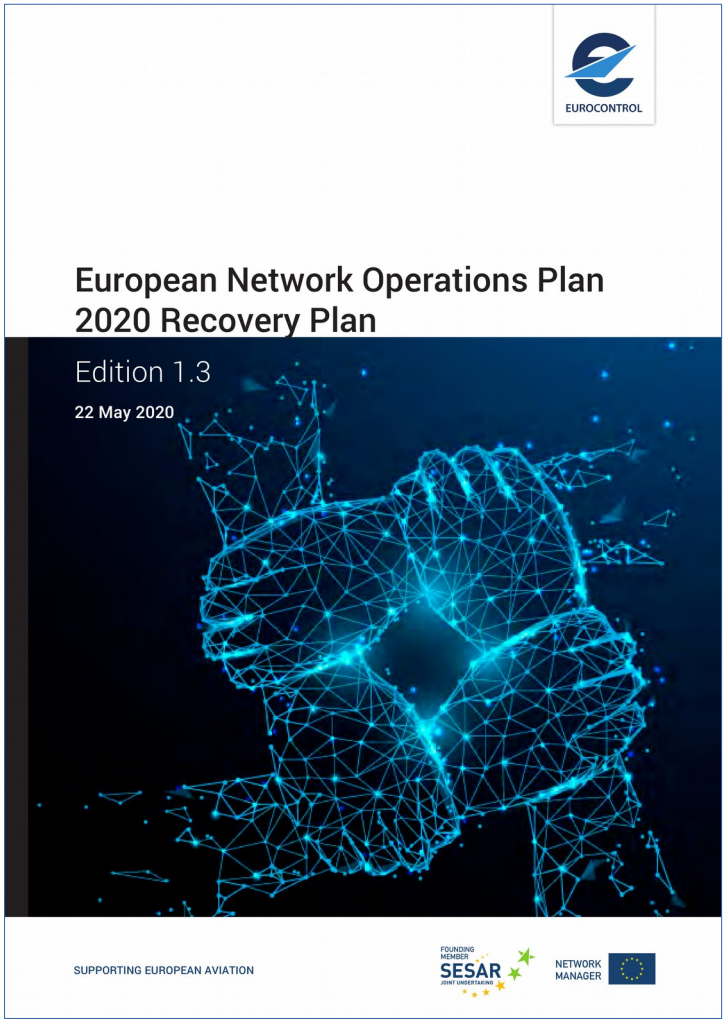
-AOB + next dates

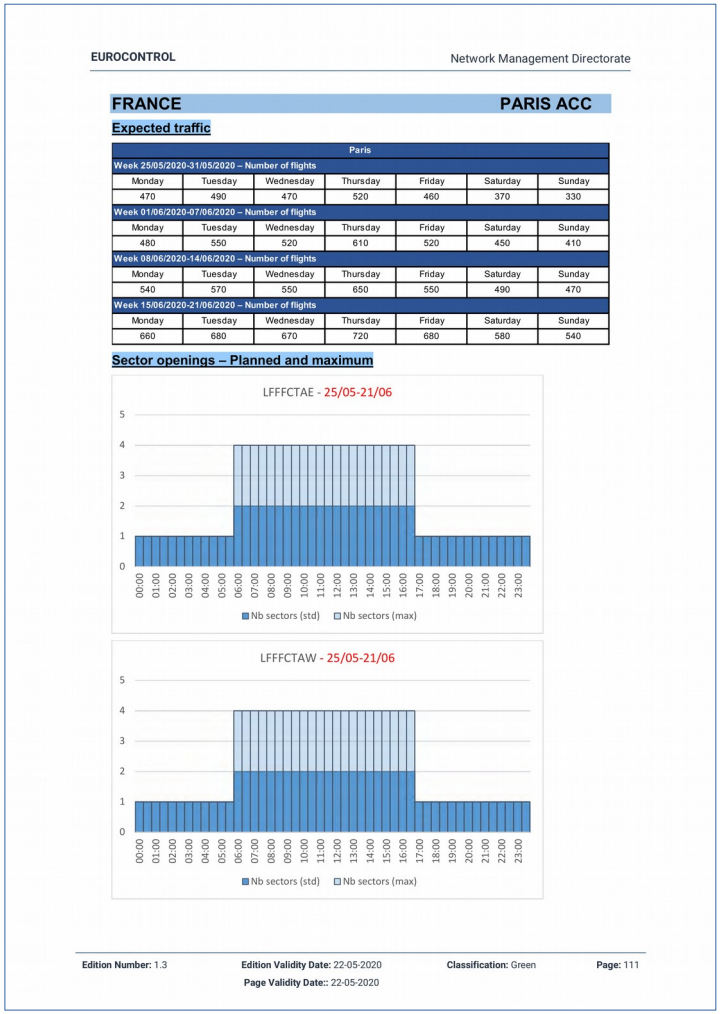
ETF-ATM committee call,
27 May 2020

Scenarios


EUROCONTROL Draft Traffic Scenarios - 24 April 2020 (base year 2019)
Coordinated Measures Scenario
Uncoordinated Measures Scenario
Actual
10%
0%
-10%
-20%
-30%
-40%
-50%
-60%
-70%
-80%
-90%
-100%
Jan-20
Feb-20
Mar-20
Apr-20
May-20
Jun-20
Jul-20
Aug-20
Sep-20
Oct-20
Nov-20
Dec-20
Jan-21
Feb-21
-0.5%
0.9%
-41%
-89%
-85%
-89%
-78%
-89%
-62%
-85%
-50%
-75%
-40%
-60%
-30%
-45%
-20%
-35%
-20%
-30%
-20%
-25%
-15%
-25%

Breakdown per unit





EUROCONTROL — Network Management Directorate

FRANCE — **PARIS ACC**

Expected traffic

Paris						
Week 25/05/2020-31/05/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
470	490	470	520	460	370	330
Week 01/06/2020-07/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
480	550	520	610	520	450	410
Week 08/06/2020-14/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
540	570	550	650	550	490	470
Week 15/06/2020-21/06/2020 – Number of flights						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
660	680	670	720	680	580	540

Sector openings – Planned and maximum

Edition Number: 1.3 **Edition Validity Date:** 22-05-2020 **Classification:** Green **Page:** 111
Page Validity Date:: 22-05-2020

https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/

Deferral of ATM charges

EUROCONTROL

Directorate Central Route Charges and Finance

DATES FOR BILLING, PAYMENT AND CLAIMS

2020

BILLING PERIOD Principal Flight Period	BILL DATE Effective date of billing	PAYMENT Latest value date by which payment must be received by Eurocontrol (30 days from Bill date)	CLAIMS Latest date by which claims must be received by Eurocontrol (60 days from Bill date)
2019/12	Tue, 14/01/2020	Thu, 13/02/2020	Sat, 14/03/2020
2020/01	Sat, 15/02/2020	Mon, 16/03/2020	Wed, 15/04/2020
2020/02	Sat, 14/03/2020	Mon, 13/04/2020 *	Wed, 13/05/2020
2020/03	Tue, 14/04/2020	Thu, 14/05/2020 *	Sat, 13/06/2020
2020/04	Sat, 09/05/2020	Mon, 08/06/2020 *	Wed, 08/07/2020
2020/05	Mon, 15/06/2020	Wed, 15/07/2020 *	Fri, 14/08/2020
2020/06	Mon, 13/07/2020	Wed, 12/08/2020	Fri, 11/09/2020
2020/07	Tue, 11/08/2020	Thu, 10/09/2020	Sat, 10/10/2020
2020/08	Mon, 14/09/2020	Wed, 14/10/2020	Fri, 13/11/2020
2020/09	Mon, 12/10/2020	Wed, 11/11/2020	Fri, 11/12/2020
2020/10	Sat, 14/11/2020	Mon, 14/12/2020	Wed, 13/01/2021
2020/11	Mon, 14/12/2020	Wed, 13/01/2021	Fri, 12/02/2021

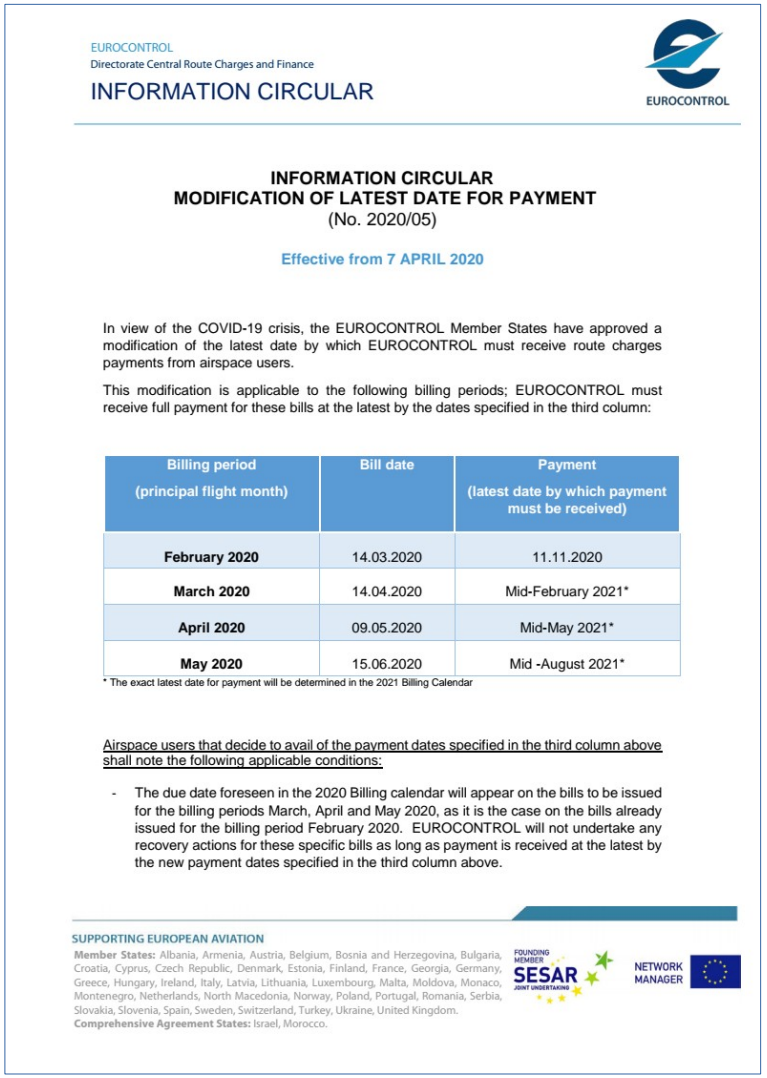
** Please refer to Information Circulars 2020-05 and 2020-06 with respect to the payment date of this bill.*

SUPPORTING EUROPEAN AVIATION

Member States: Albania, Armenia, Austria, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Moldova, Monaco, Montenegro, Netherlands, North Macedonia, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, United Kingdom.
Comprehensive Agreement States: Israel, Morocco.

Deferral of ATM charges

EUROCONTROL States agree a €1.1 billion deferral package to assist airlines



EUROCONTROL
Directorate Central Route Charges and Finance

INFORMATION CIRCULAR

EUROCONTROL

INFORMATION CIRCULAR
MODIFICATION OF LATEST DATE FOR PAYMENT
(No. 2020/05)

Effective from 7 APRIL 2020

In view of the COVID-19 crisis, the EUROCONTROL Member States have approved a modification of the latest date by which EUROCONTROL must receive route charges payments from airspace users.

This modification is applicable to the following billing periods; EUROCONTROL must receive full payment for these bills at the latest by the dates specified in the third column:

Billing period (principal flight month)	Bill date	Payment (latest date by which payment must be received)
February 2020	14.03.2020	11.11.2020
March 2020	14.04.2020	Mid-February 2021*
April 2020	09.05.2020	Mid-May 2021*
May 2020	15.06.2020	Mid -August 2021*

* The exact latest date for payment will be determined in the 2021 Billing Calendar

Airspace users that decide to avail of the payment dates specified in the third column above shall note the following applicable conditions:

- The due date foreseen in the 2020 Billing calendar will appear on the bills to be issued for the billing periods March, April and May 2020, as it is the case on the bills already issued for the billing period February 2020. EUROCONTROL will not undertake any recovery actions for these specific bills as long as payment is received at the latest by the new payment dates specified in the third column above.

SUPPORTING EUROPEAN AVIATION

Member States: Albania, Armenia, Austria, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Moldova, Monaco, Montenegro, Netherlands, North Macedonia, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, United Kingdom.
Comprehensive Agreement States: Israel, Morocco.

FOUNDING MEMBER SESAR JOINT UNDERTAKING

NETWORK MANAGER

Deferral of ATM charges

canso Press Release

CANSO welcomes adoption of rescue package for European ANSPs

Amsterdam, 14 April 2020: CANSO – the Civil Air Navigation Services Organisation which represents the air traffic management industry – welcomes the adoption by European States of a rescue package for air navigation service providers (ANSPs).

The current crisis has caused aviation traffic in Europe to plunge by 90%, putting the whole sector in jeopardy. Last week, EUROCONTROL Member States agreed to help airlines operating in Europe by deferring their payments of air traffic control fees worth €1.13 billion for periods between seven and thirteen months. While this provides relief for one branch of the aviation industry, it clearly shifts the burden to ANSPs, who will find it difficult to maintain financial stability without further support.

CANSO therefore supports the related proposal adopted yesterday, which enables EUROCONTROL to apply for funding which guarantees a minimum level of financing for European ANSPs until September. Under this, EUROCONTROL is authorised to take a loan worth up to €1.27 billion, which it will use to pay ANSPs 51% of their operating costs for four months. EUROCONTROL will recover these sums through the deferred fees and other later payments due to ANSPs.

CANSO Director General, Simon Hocquard said: "We are very pleased that with the adoption of this second package, EUROCONTROL Member States have taken a significant step forward in affording much needed financial security for our members. We continue to urge States and the European Commission to provide EUROCONTROL with all the support needed to secure the loan. ANSPs are already cutting costs, but as they have a mandate to keep Europe's skies open, there is a limit to what savings are possible. With the drastic drop-off in their income, financial support is vital to maintain their essential services both in the coming months and during the eventual recovery of the aviation sector.

CANSO and its members worked closely with EUROCONTROL to put together this rescue package and to persuade Member States to support it. Airlines and ANSPs cannot survive without each other, and CANSO therefore welcomes this industry-wide solution."

ENDS

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Airlines associations' reaction

IATA AIR-E AIRLINES FOR EUROPE era european regions airline association

Mr Henrik Hololei
Director-General for Mobility
and Transport (MOVE)
European Commission

Sent Via Email: Date 5/14/2020

Subject: **Performance and Charging Scheme- Crisis Measures- Airspace users' positions**

Dear Mr Hololei,

The airspace users' associations appreciate the deferral of the RP3 process as indicated from the Single Sky Committee Meeting 24th March. We acknowledge the Commission's proposal to continue the discussion with the SSC on measures to deal with the RP3 process and to amend the Performance and Charging Regulation Reg. (EU) 2019/317) in light of the current crisis. We have engaged with both the Commission and the PRB, however, we are now calling for a dedicated workshop/meeting to discuss an approach that provides the flexibility required in these uncertain times, and that could lead to revised performance targets and plans that create clarity for all stakeholders.

Airlines cannot be held accountable for this historical drop in traffic and for member states actions to deal with the pandemic; such as closing borders and implementing travel bans. Many, if not all, of our airline members are currently battling for survival, have laid off significant amounts of staff and are operating skeleton schedules to ensure vital emergency services can be maintained. While we welcome the recent decisions on deferral of charges, this alone will not be enough to ensure the future viability of the system. An interim solution is required to manage the current and ongoing emergency situation as well as the recovery phase.

We acknowledge that ANSPs` are continuing to play a vital role in providing services to what traffic is operating. However, with the European network traffic at -85/90% compared to 2019, we have seen little evidence that ANSPs` have implemented any crisis measures to manage their costs or have availed of any State backed schemes to allow for processes such as furloughing of staff. ANSP`s and States must now, more than ever, focus on cost containment. There is an urgent need to take decisive steps to adapt the range and scope of services offered by individual ANSPs` to actual demand. From the beginning of the COVID-19 pandemic the airspace users, the airports, the handling agents are introducing drastic steps aimed at reducing costs. We expect the same approach from ANSPs` side. We note that several large providers will receive significant amounts of liquidity from their states, will also be provided with additional sums from the Eurocontrol initiative to cover their charges deferrals. It is critical that airlines are not penalized for this cost and that transparency must be guaranteed at every step of every financial measure provided by states or institutions

The findings by the Performance Review Body (PRB) on initial state/FAB Performance Plans are too valuable to be discounted and should form the basis of future discussions. An interim solution for 2020 must be developed and must address the application of certain principles and obligations such as cost risk, traffic risk and incentives. The regulation was not designed to cope with a crisis of the scale we are facing today. Both the Traffic risk and Capacity incentive mechanisms must be suspended. It is not acceptable that airlines would be penalized in the future for measures that are completely out of their control and beyond the scope of the regulation. Airlines have not made commercial decisions to decrease traffic, it has been imposed on them by the pandemic circumstances and related

International Air Transport Association
Paseo de la Castellana, 95. Madrid, 28046, Spain iata.org

ANSPs must demonstrate that they have developed human ressources strategies and new employment models to cater for a large reduction in staff costs, such as :

-New and lean managment structures

-Short-Work

-Part-Time working models

-Scaled down recruitment with replacement due to natural attritions a priority

[…]

Capacity : No ATM Capacity delaus for the duration of the RP

Environment : Free Route Airspace available 24/7 in full Europe 2021 onwards

Cost Efficiency : A charges freeze for RP3 on 2020 nominal levels

Options of the commission

EU DGCA Meeting
15 May 2020
Agenda item 1.1

BACKGROUND PAPER
RP3 re-design

1. Context

The operational and economic performance of air navigation services is regulated under the single European sky performance and charging scheme, which detailed requirements are contained in Commission Implementing Regulation (EU) 2019/317. The third reference period (RP3) of the performance and charging scheme covers the five calendar years from 2020 to 2024. Union-wide targets and draft performance plans for RP3 were drawn up and adopted in 2019 before the outbreak of the COVID-19 pandemic and hence do not take account of the significantly changed circumstances resulting from this occurrence.

Measures taken by Member States and third countries to contain the COVID-19 pandemic have resulted in a sharp reduction of air traffic throughout the EU, as airlines have grounded most of their fleets. By April it had become clear that this pandemic will result in a longer drop of air traffic than what one could have expected in February and March. It remains difficult to forecast how air traffic demand will evolve after the crisis over the remainder of the RP3 period until 2024. Recent Eurocontrol traffic scenarios run until early 2021 and are not to be confounded with traffic forecasts.

DG MOVE sees a need to introduce exceptional regulatory measures for RP3 in response to the COVID-19 pandemic, considering the severe impact of it on air navigation service provision, the current high degree of uncertainty on future air traffic evolution, and the importance of supporting the future recovery of the air transport sector.

2. Policy options

Two alternative policy options regarding the way forward are outlined below as a basis for discussion and in order to gather views on the proposed solutions. The presented policy options are underpinned by the following objectives:

1. Resetting RP3 targets, both at EU and local level, in light of the changed operational and economic circumstances for air navigation service provision. This requires, in the short term, the suspension of ongoing performance planning and target setting procedures for RP3 until relevant traffic forecasts are available and enables the development of new targets.
2. Ensuring that the adverse impact of the COVID-19 pandemic on the level of air navigation charges during RP3 is mitigated with adequate measures, in order to support the future recovery of the air transport sector.

1

Presented to the EU DGCA on the 15th May :

1. Resetting RP3 targets, both at EU and local level, in light of the changed operational and economic circumstances for air navigation service provision. This requires, in the short term, the suspension of ongoing performance planning and target setting procedures for RP3 until relevant traffic forecasts are available and enables the development of new targets.
2. Ensuring that the adverse impact of the COVID-19 pandemic on the level of air navigation charges during RP3 is mitigated with adequate measures, in order to support the future recovery of the air transport sector.

Option 1 :

Option 1 – Supporting aviation by ANSPs/MS covering the expected revenue gap

Under this policy option, calendar years 2020 and 2021 would be considered a transitional period ahead of the setting and implementation of new performance targets for a three-year reference period covering calendar years 2022 to 2024.

Subject to the availability of relevant traffic forecasts, the Commission would initiate the development of **new Union-wide targets for calendar years 2022 to 2024**, with a view to adopting those targets in Spring 2021. Member States would subsequently submit to the Commission in July 2021 new draft performance plans covering those three calendar years.

Accordingly, the **local performance targets contained in the draft performance plans** submitted by Member States in October and November 2019 would apply on a definitive basis, including for the calculation of unit rates **for the years 2020 and 2021**. Those performance targets would not be subject to any further assessment by the Commission.

Specific monitoring arrangements would be established so that the responses taken by air navigation service providers and Member States on COVID-19 in respect to air navigation service provision are transparent towards stakeholders, also at EU level in view of the need to set new Union-wide targets.

Furthermore, **in order to alleviate the impact of the COVID-19 pandemic on airspace users** during RP3, **no further adjustments would take place in future years** for differences in revenue for air navigation service providers due to the lower than forecast traffic for calendar years 2020 and 2021 (difference between actual traffic and the traffic forecasts included in the draft performance plans submitted in 2019). Concretely, the unit rates for 2020 and 2021 would not be corrected ex-post, and the risk sharing mechanisms would not apply in respect of those two years. As the system of ex post adjustments was designed for limited traffic variations, it would not be reasonable to apply those adjustments in the current extreme situation, as airspace users would have difficulty to pass-through those cost increases (in the order of 5bn euro or more) to customers in subsequent years. Any public aid received by ANSPs, e.g. under national salary support schemes, would need to be deducted from the unit rates.

Option 2 :

Option 2 – Supporting aviation by adjusting traffic risk sharing parameters

Under this policy option, revised Union-wide performance targets would be set for RP3 (2020-2024), followed by the submission of new draft performance plans by Member States.

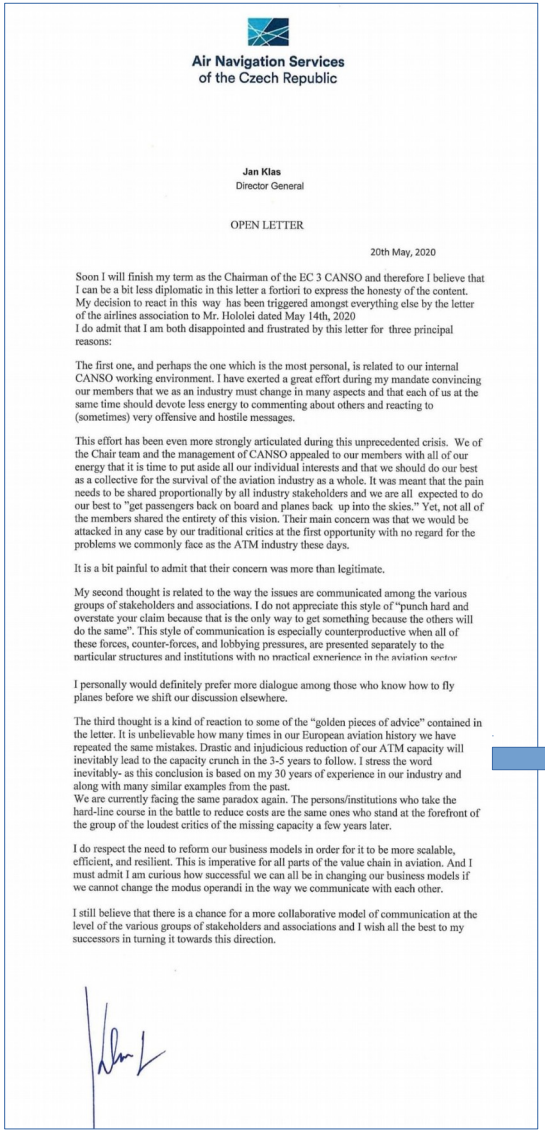
Subject to the availability of relevant traffic forecasts, the Commission would initiate the **development of revised Union-wide targets for RP3**, with a view to adopting those targets in Spring 2021. Member States would subsequently submit to the Commission in July 2021 new draft performance plans covering RP3.

Given the envisaged calendar as indicated above, **for the calendar year 2020, the local performance targets contained in the draft performance plans** submitted by Member States in October and November 2019 would apply for the calculation of unit rates and would not be adjusted retroactively. Member States would however be required to set **revised targets for calendar years 2021 to 2024**, which would also include revised traffic forecasts and determined costs for each of those calendar years.

Furthermore, **in order to alleviate the impact of the COVID-19 pandemic on airspace users** during RP3, **the parameters for the traffic risk sharing for the year 2020 should be exceptionally modified**, for example, by abolishing the current cap of the mechanism at 10% traffic deviations so that the 70/30 sharing is applied to the entire revenue difference and the resulting adjustments of unit rates in future years are reduced. Other sharing keys could also be considered. Without this measure, the traffic risk sharing adjustments would still reflect the higher level of determined costs set before the crisis for the year 2020, based on a planning that is now not accurate any longer, and without recognising the lower actual cost of air navigation service provision in 2020.

Those **traffic risk sharing adjustments would also be spread over at least five to ten years and not be included solely in the unit rate of 2022** (n+2), as foreseen under

CANSO's reaction



Air Navigation Services
of the Czech Republic

Jan Klas
Director General

OPEN LETTER

20th May, 2020

Soon I will finish my term as the Chairman of the EC 3 CANSO and therefore I believe that I can be a bit less diplomatic in this letter a fortiori to express the honesty of the content. My decision to react in this way has been triggered amongst everything else by the letter of the airlines association to Mr. Hololei dated May 14th, 2020
I do admit that I am both disappointed and frustrated by this letter for three principal reasons:

The first one, and perhaps the one which is the most personal, is related to our internal CANSO working environment. I have exerted a great effort during my mandate convincing our members that we as an industry must change in many aspects and that each of us at the same time should devote less energy to commenting about others and reacting to (sometimes) very offensive and hostile messages.

This effort has been even more strongly articulated during this unprecedented crisis. We of the Chair team and the management of CANSO appealed to our members with all of our energy that it is time to put aside all our individual interests and that we should do our best as a collective for the survival of the aviation industry as a whole. It was meant that the pain needs to be shared proportionally by all industry stakeholders and we are all expected to do our best to "get passengers back on board and planes back up into the skies." Yet, not all of the members shared the entirety of this vision. Their main concern was that we would be attacked in any case by our traditional critics at the first opportunity with no regard for the problems we commonly face as the ATM industry these days.

It is a bit painful to admit that their concern was more than legitimate.

My second thought is related to the way the issues are communicated among the various groups of stakeholders and associations. I do not appreciate this style of "punch hard and overstate your claim because that is the only way to get something because the others will do the same". This style of communication is especially counterproductive when all of these forces, counter-forces, and lobbying pressures, are presented separately to the particular structures and institutions with no practical experience in the aviation sector

I personally would definitely prefer more dialogue among those who know how to fly planes before we shift our discussion elsewhere.

The third thought is a kind of reaction to some of the "golden pieces of advice" contained in the letter. It is unbelievable how many times in our European aviation history we have repeated the same mistakes. Drastic and injudicious reduction of our ATM capacity will inevitably lead to the capacity crunch in the 3-5 years to follow. I stress the word inevitably- as this conclusion is based on my 30 years of experience in our industry and along with many similar examples from the past.
We are currently facing the same paradox again. The persons/institutions who take the hard-line course in the battle to reduce costs are the same ones who stand at the forefront of the group of the loudest critics of the missing capacity a few years later.

I do respect the need to reform our business models in order for it to be more scalable, efficient, and resilient. This is imperative for all parts of the value chain in aviation. And I must admit I am curious how successful we can all be in changing our business models if we cannot change the modus operandi in the way we communicate with each other.

I still believe that there is a chance for a more collaborative model of communication at the level of the various groups of stakeholders and associations and I wish all the best to my successors in turning it towards this direction.

Tanja Grobotek • 1st
Director Europe Affairs at CANSO
7h •

CANSO has so far refrained from criticising airlines in our advocacy in relation to this crisis. We do not believe in finger pointing or in exaggeration in order to make our case. In our view, it would be far better if our associations could rapidly establish a dialogue to agree a common approach – or at least certain key principles – to bring to
policymakers. We believe there is still an opportunity for a more collaborative model of communication, and we remain open to discussions with airline associations **International Air Transport Association (IATA) Airlines for Europe (A4E) #AIRE #ERA**

28 3 Comments

repeated the same mistakes. Drastic and injudicious reduction of our ATM capacity will inevitably lead to the capacity crunch in the 3-5 years to follow. I stress the word inevitably- as this conclusion is based on my 30 years of experience in our industry and along with many similar examples from the past.
We are currently facing the same paradox again. The persons/institutions who take the hard-line course in the battle to reduce costs are the same ones who stand at the forefront of the group of the loudest critics of the missing capacity a few years later.

ETF communications proposal

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Email: etf@etf-europe.org
www.etf-europe.org

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

Brussels, 25 May 2020

To: ******

COVID-19 and the SES Performance Scheme

Dear ******

With the aviation industry in crisis following the Covid 19 pandemic, income for Air Navigation Service Providers (ANSPs), like all aviation businesses, has come under significant pressure.

It is clear that new thinking is required on the structural set up of how ANSPs are funded in Europe. The critical national infrastructure nature of ANSPs is such that a degree of service provision is always required and that such fixed costs are difficult to manage flexibly.

Since the inception of the Performance Scheme ANSPs have regularly been the target of criticism from the airspace user community. They cost too much, then they don't have enough capacity, they cost too much, then they don't have enough capacity and so on and on. Once again, we find ourselves going around the same cycle, from the panic of not enough capacity, to the panic of it costs too much. This short term, short sighted approach ensures that ANSPs are in a constant tail chasing scenario, which curtails strategic thinking and investment. The Performance Scheme and the undue influence that airspace users have upon it have created this ANSP 'boom – bust' cycle.

We have an opportunity now, with the evidence to support it, to do something different.

That said, in the immediacy, ANSP funding needs to be urgently secured, or the future recovery of the whole aviation industry will be put in jeopardy. It is very tempting to curtail funding for capacity and investment in all of our people and the new technologies that will support the European ATM network for the future. We should not fall into the trap of stopping investment that will just mortgage the future of the system. In five years' time the conversations can already be predicted. There will be soul searching and questioning of ANSPs about why they can't provide the required capacity. We can prevent that now by being imaginative, and courageous.

With respect to the immediate aviation crisis, we do need to recognise that the airspace users, and all aviation organisations are facing very severe cash flow challenges. It is right that adjustments are made to support this. Within the traffic risk sharing mechanism the 'N+2' adjustment for 2020 and 2021 should be smoothed over more than one year to allow greater headroom for airspace users cashflow. However, investment and costs still need to be covered in the interim and Member States should

President Frank Moreels
Vice Presidents Ekaterina Yordanova
Jan Villadsen
Acting General Secretary Livia Spera

To: Mrs A. Vălean, EU Commissioner for Mobility and Transport
Cc: Mr H. Hololei, EU Director-General for Mobility and Transport

Subject: Funding European ANSPs

Dear Mrs Vălean,

The undersigning Professional Staff Organisations – PSO - have argued the unrealistic goals and risks of the Single European Sky Performance Scheme since its inception, including the funding mechanisms of European Air Navigation Services as those outlined in regulation 2019/317. The methodology of setting targets in so-called Reference Periods has proven time and again to be flawed and unsuited to an industry that is prone to substantial volatility, with the COVID-19 crisis as an extreme..

The undersigning Professional Staff Organisations have learned of proposals by the European Commission that undermine the financing mechanisms of the European Air Navigation Service Providers. The options outlined to Europe's Director Generals of Civil Aviation earlier this month put the functioning of many of Europe's Air Navigation Service Providers at risk. The disruption it is likely to cause in what is been labelled as critical infrastructure by the Member States and the EC administration, is of concern to professionals in aviation. i.e these proposals, additional to the already on-going initiatives to cut costs at various locations, have the potential to create the biggest chaos and instability ever experienced by the Network.

The undersigning Professional Staff Organisation submit that the current crisis is an opportunity to closely examine these flawed mechanisms. This should take priority over rash decisions that undermine Air Navigation Services and could, in the longer run, do more damage and inhibit a successful recovery of the entire aviation industry.

Air Navigation Services must be able to consolidate their services in all economic times.
We favour the development of a comprehensive and realistic vision that provides a long-term mechanism for European Aviation that is based on sustainability for the entire industry.
The EC will find a strong partner in Europe's Air Traffic Controller community for such an approach. Putting service providers, airports and air navigation services at risk now will slow down recovery when traffic levels start raising and will lead to unnecessary shortcomings in capacity in the years to come.

The current Charging and Performance schemes have proven to lack resilience and the necessary buffers. Under the Chicago Convention of 1944 States have an obligation to provide ANS at all times. In the current system there are flaws that forced States under the COVID-19 crisis to support ANS provision in unprecedented ways. To prevent such measures and build a transparent system for all users of the aviation system, PSOs are ready to step forward and assist in a fundamental change.

ITF-IFATSEA-IFATCA-IFAMA statement

IFAIMA, IFATCA, IFATSEA and ITF joint statement on Air Navigation Services

During these trying times, IFAIMA, IFATCA, IFATSEA and ITF would like to offer our deepest condolences to the families of those who lost a loved one to the pandemic. We express our sincere sympathies to those affected by the virus and the measures in place to combat the spread, and share everyone's concerns with regards to the long term impacts on society.

We understand the restriction of passenger flights is an effective mitigation to the spread. However, it must also be recognised that the efficient transit of freight flights is critical to the timely distribution of medical supplies and personnel. In a number of remote locations, it is of paramount importance to facilitate the timely operations of MEDEVAC flights; these air missions are indeed essential to transport those who require immediate and critical healthcare towards facilities that can accommodate their needs.

Amid this pandemic, Air Traffic Management (ATM) staff and, in particular, air traffic controllers continue to work, keeping our skies safe. They provide crucial services to the medical, humanitarian, military, repatriation and cargo flights still taking place. International organisations, governments, regulators and Air Navigation Service Providers (ANSPs) must ensure continuity of operations by complying with the health and sanitary requirements that this situation demands. They must also provide sufficient financial and regulatory support to the ANSPs to fulfill their mission [1].

IFAIMA, IFATCA, IFATSEA and ITF are working closely with the relevant United Nations agencies and other key international organisations to provide guidance material, gather and share best practices and offer support to those associations and professionals in need of assistance.

In the longer term, the COVID-19 pandemic will remain a global health emergency for the foreseeable future and has triggered an economic catastrophe. Millions of people are already suffering the dire economic circumstances as businesses shut down, income is reduced, and jobs disappear.

We thank those governments that have put in place income protection for workers and urge that any remaining people not covered should also be assisted.

AOB and next dates

-ATM committee in Iceland, probably replaced by a set of two hours telcos the same week (3*2h telcos – maybe 16,17,18 June)

-29 May : ADSP workshop
-2 June : Roadmap EGHD core team
-4 June : ETF working group climate
-8 June : ASPReT
- 29 June : EGHD
-30 June : Roadmap EGHD core team