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As the FABEC project gathers speed and momentum, MOSAIC members would like to highlight that **lack of political guidance could jeopardise the whole process.**

Providers, and national supervisory authorities, are all working at their level to try to centralize and to increase efficiency. However, they all leave the institutional issues aside.

The States, on the other hand, are still lagging behind. They should be giving directions, and **pave the way for greater integration of service provision.** They should put all their weight in the process to ensure that FABEC becomes a project bringing **added value for all stakeholders.** Yet, they still seem to hesitate, leaving experts and front line actors in the blind, when they would need clear directions and **decisive orientations to deliver.**

The vast majority of staff from the safety chain in FABEC has taken **a clear stand on this issue.** An international treaty will lay down the foundation of the international organisation FABEC needs. It shall address both institutional and social issues, as it shall as well describe the terms and conditions of employment.

The single provider should be supervised by **a single authority built alongside the provider** with bridges linking the two organisations. For safety reasons, and to motivate staff, it will be important to preserve the culture and the expertise of air navigation services within the supervisory authority.

MOSAIC welcomes the early designation of the **MARC** (MOSAIC ATM Regional Coordination) by ATCEUC and IFATCA members to represent them in FABEC proceedings in general, and in the Air Navigation Service Provider Strategic Board in particular. This constitutes a good first step to establish a sound and reliable social dialogue, *a sine qua none* condition to the **successful implementation of FABEC.**

End.