

In this context, two main objectives had to be clear: Integration could be realised through the creation of so-called “Functional Airspace Blocks” (FAB) and each initiative should be a “bottom-up approach”.

Nevertheless, with these clearly defined goals in mind, States apparently encounter real difficulties in meeting both objectives.

Several initiatives to implement those directives have already been launched, but failed because they did not meet either one or both of the objectives. One known example: the CEATS project, a cross-border co-operation between eight contracting parties: Austria, Bosnia-Herzegovina, Croatia, Czech Republic, Hungary, Italy, Slovak Republic and Slovenia. After years of development and investing a lot of resources, both human and financial, it failed because of lack of staff support.

Recently, another project has been launched by the BENELUX countries, Germany, France, Switzerland, and the Eurocontrol Maastricht en-route centre: the so-called “FAB Central”. One could now fear that this initiative will face the same outcome as CEATS due to the absence of an adequate institutional model supporting its development and lack of transparency.

Despite a lack of transparency, we have clear indications that some Air Navigation Service Providers of the FAB Central countries, looked at the possibility of creating a market-based model of ATM. As ATM professionals and experts, we are convinced that “Safety is not a merchandise” and the funding of CNS/ATM services should be based on the present cost recovery system, rather than a system allowing service providers to make profit. It has to remain a service of general public interest.

Therefore we welcome the decision of Mr. Koehler, President of Germany, not to ratify the bill allowing Air Traffic Services privatisation.

This decision constitutes a unique opportunity for European partner States to reassess their common European objectives and vision. States, supported by a strong European philosophy, have the chance to build an efficient ATM system, based on co-operation rather than competition.

Recent unfortunate events (Ueberlingen, Linate) have given us the evidence that cost pressure and lowered standards are contributing factors to accidents in ATM.

Is this the future we want to create for the European ATM: cheap but unsafe, cheap but socially unstable due to lack of staff consultation, making it inefficient and potentially dangerous in the long term?

As professionals, we recognize the need for change and we want SES to be a success.

We are aware that it would be too easy to criticize the initiatives that are being undertaken by the States at this moment.

This is why this letter is meant to present a credible and viable alternative for the interests of all countries and all parties: the **project MOSAIC**.



What is MOSAIC?

The MOSAIC group, 17 Unions and Professional Associations of 7 states (the Benelux, France, Germany, Italy and Switzerland) and Eurocontrol Maastricht Upper Area Control Centre, representing the vast majority of Air Traffic Controllers, Engineers, Experts and Technicians active in the CNS/ATM domain (Communication,

Navigation, Surveillance/Air Traffic Management), are proposing a model that would fully support the Single European sky implementation: MOSAIC.

Our main objective is to develop an institutional model based on three identified steps that would lead at its final stage to the creation of an International European public Air Traffic Management Service Provider, under constant states' supervision, delivering CNS/ATM services to all 7 countries.

- Phase I : Enhanced cooperation between states and service providers concerned remaining in their actual institutional frame
- Phase II: Transition phase where financial revenues and costs are put together
- Phase III: Creation of a European entity under public ownership model delivering CNS/ATM services in the 7 countries.

This project, which is **widely supported by our staff**, is a real and credible alternative to competition oriented model.

Therefore we, professionals making the actual system work every day, would kindly ask you to take into consideration the following proposals in order to bring the benefits expected by the "Single European sky" in the 4 following areas, faster and swifter than any market-oriented model:

1. SAFETY -

Safety has to remain under states' supervision and in the scope of a service of general interest along the decision of the European court of justice in 1992.

This is the only way to ensure that the safety of passengers and populations affected by aircraft flying over them will always have the top priority as opposed to a commercialised system where returns on investments and other financial objectives might get priority over safety critical objectives.

2. EFFICIENCY-

Functional airspace blocks concept will translate into an operational success story only if supported by a fully coherent institutional model addressing legal, financial and military problems. This won't be the case without a model like MOSAIC.

3. CONTINUITY-

Under public ownership, the provision of CNS/ATM services will



always be resistant to any crisis, be it of an economic, terrorist, military or environmental nature.

4. COST EFFECTIVENESS

A single agency that would cover the core ATM of Europe, home of more than 50% of route charges (source Eurocontrol), would deliver benefits never seen before in terms of harmonization of equipments, economies of scale, and overall strategy.

The aim of this project is to build together the "Institutional Framework" that would support the SES implementation.

It must be a political ambition rather than a market oriented project which is too often the case when European politicians don't believe in their own means to bring the changes forward.

We have invested our time and resources in this project because we believe Europe deserves and needs such initiatives, not only because it is the most credible and viable alternative but merely to re-build, or even re-invent, European citizenship.

We think people will believe in European construction only if they feel they can play an active role in the democratic process leading to positive changes.

Allow us to conclude on a main idea defended during your address to the European Parliament on the 17th of January 2007:

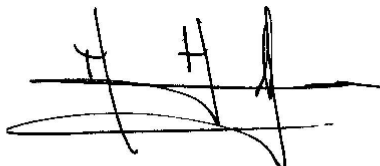
"Europe thrives on innovation, on scientific, technical, economic and social progress".

Germany has always been seen as a European driver.

This is why we ask you, and the German government, in the scope of the current presidency of Europe, to consider this project and to support it as a real opportunity to build the foundations of the first European public Air Traffic Service Provider, to insufflate the necessary "soul" that is needed for the Single European Sky initiative.

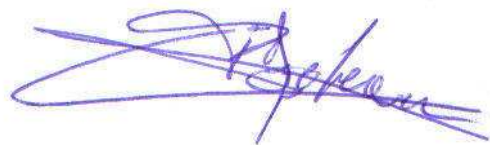
MOSAIC will deliver the talents, the tolerance and the stability needed to achieve some of the European challenges of tomorrow.

Yours sincerely,



Nicolas Hinchliffe

MOSAIC Chairman



Frederic Deleau

MOSAIC Focal Point

