

Le SATAc UNSA s'engage dans MOSAIC

MOSAIC : 17 syndicats et associations dans 7 pays européens prônant une organisation de l'ATM basée sur la coopération des prestataires et non sur la mise en concurrence

Il est évident que l'Europe prend une dimension croissante dans l'organisation de nos tâches quotidiennes et les TSEEAC doivent pouvoir faire entendre leur point de vue y compris à ce niveau.

C'est la raison pour laquelle, parallèlement à sa participation à l'ETF –European Transport worker's Federation– (par l'intermédiaire de l'UNSA), le SATAc UNSA a souhaité, aux côtés du SNCTA et de l'UNSA IESSA, participer à cette aventure pour que les intérêts et les idées de la France pèsent un poids suffisant.

Fidèle à sa politique, le SATAc UNSA a choisi de s'associer à cette démarche : Il s'agit, pour nous, de participer à la préparation de l'avenir, plutôt que de rester simples spectateurs. Nous sommes un maillon de la chaîne de sécurité et entendons ne pas être oubliés. Nous défendons l'idée d'un système « intégré ».

Nous avons évoqué cette « association » il y a déjà plusieurs mois, mais nous ne pouvions envisager de nous y lancer pleinement que lorsque le protocole DGAC, complétant les mesures prévues par l'accord licence pour le domaine Navigation Aérienne, aurait permis de conserver ou rétablir les équilibres entre les différents domaines où les TSEEAC exercent.

Au moment où commencent les réflexions pour la mise en œuvre des mesures concernant les domaines « DCS » et où les avancées obtenues par le SATAc UNSA pour les assistants de classe vont se concrétiser, le SATAc UNSA participera, du 13 au 15 février prochains, au meeting ATC de Maastricht où l'ensemble des acteurs européens concernés par les services ATM sera présent : Cet acte constituera le point de départ de sa participation active.

EXTRAIT DE «MOSAIC NEWS LETTER N°2» : *SATAc UNSA JOINS MOSAIC - 3 QUESTIONS TO ALAIN BELLIARD*

As time goes by, MOSAIC attracts new members. It is a sensible alternative, and it is organised to be realistic, as a complete solution. The president of one of the new members of mosaic explains the reasons of his decision :

MOSAIC : Who are SATAc members ?

Alain Belliard (SATAc UNSA) : *The technicians we represent work in every aspect of civil aviation. Our tasks are varied, and cover more or less every field of activities in the French civil aviation :*

Some of us are air traffic controllers and regional instructors on smaller airports; We also provide flight information services and search and rescue functions in en route centres, define and create departure and arrival procedures, work on flight information services, and participate to safety critical tasks, linked to the implementation of ESARR 2 & 3, by collecting safety critical data and participating to the definition and implementation of rules and measures to increase the ATM safety level...

Some of our members also work on security, environment, computer systems... or on safety within the National Supervisory Authority as safety inspectors for airports and Air Navigation Service Providers. We also represent the safety inspectors for aircrafts and airlines flying to France, inspecting aircrafts whenever they land. As well, we can be manager of a team in those different jobs.

As you can see, our field of activity is extremely broad, and covers virtually every aspect of civil aviation in our country.

MOSAIC : Why did you decide to join MOSAIC ?

A.B (SATAc UNSA) : *First of all, I have to precise that we have been discussing about it for almost one year but we had to obtain a more stable situation in our own country before. This has been achieved in October 2006. Then, our trade union, the most important among technicians in France, has to anticipate and must prepare the future of technicians of civil aviation. This logically comprises European matters.*

It was then unthinkable for us to let something being built over our core tasks without contributing. Moreover, we strongly believe in the european construction and want to actively participate to it.

One of the first reason that led us to believe into MOSAIC is the global approach of the project : It is completely integrated, and takes right from the start, the need and objectives of all those who deliver the service, (from those who define procedures, to those who analyse safety elements with flight information...). It is not limited to defining what is right just for the controllers.

MOSAIC : You mentioned "integrated" ; What do you mean ?

A.B (SATAc UNSA) : *It is, for my organisation, essential not to split the vast family of those who provide ATM services. We all work side by side, and that complementarity must be integrated and reflected right from the start into MOSAIC, which will, without the slightest possible doubt, become a true reference in future.*