

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

Agenda Item 1: Introduction and assessment of a global air traffic management (ATM) operational concept

1.1 The global ATM operational concept

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THE ROLE OF ATS EMPLOYEES IN ADVANCING THE ATM OPERATIONAL CONCEPT

(Presented by ITF)

SUMMARY

Achieving the ATM Operational Concept outlined in WP/4 requires an incredible amount of change, indeed, continuous change. This cannot be achieved without the active and confident participation of the ATS workforce and the skills, insight and commitment they bring to the process. States recognize workers as social partners in the process of industrial or professional change. We invite this conference to do so as well by recognizing aviation labour as an additional member of the aviation community as defined in Appendix A of the ATM Operational Concept document.

1. INTRODUCTION

1.1 “The objective of ongoing regulatory evolution is to create an environment in which international air transport may develop and flourish in a stable, efficient and economical manner without compromise to safety and security and while respecting social and labour standards” These words form part of the declaration adopted by the ICAO Air Transport Conference earlier this year. As well as describing labour as an “*important stakeholder*” governments at that conference also concluded that States should “*...promote social dialogue with the active participation of labour...*”

1.2 This paper invites the conference to agree that air traffic services (ATS) workers, through their unions, associations and federations, have an enormous contribution to make to the orderly evolution of ATS services, and should be fully integrated in the development of ICAO’s work in the ATS domain.

1.3 Both today and in 2025, workers concerns and human factors will remain at the heart of ATM performance.

1.4 ATS employees constitute an important stakeholder in the evolution of ATS services.

1.5 ATS employees, through their associations and federations should be fully incorporated in ICAO's work in the ANS field.

1.6 States should promote social dialogue and respect social and labour standards in the process of industrial change in the ATS domain.

1.7 ATS labour should be specifically identified as a member of the ATS community as set out in Appendix A of WP/4: the ATM Operational Concept.

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