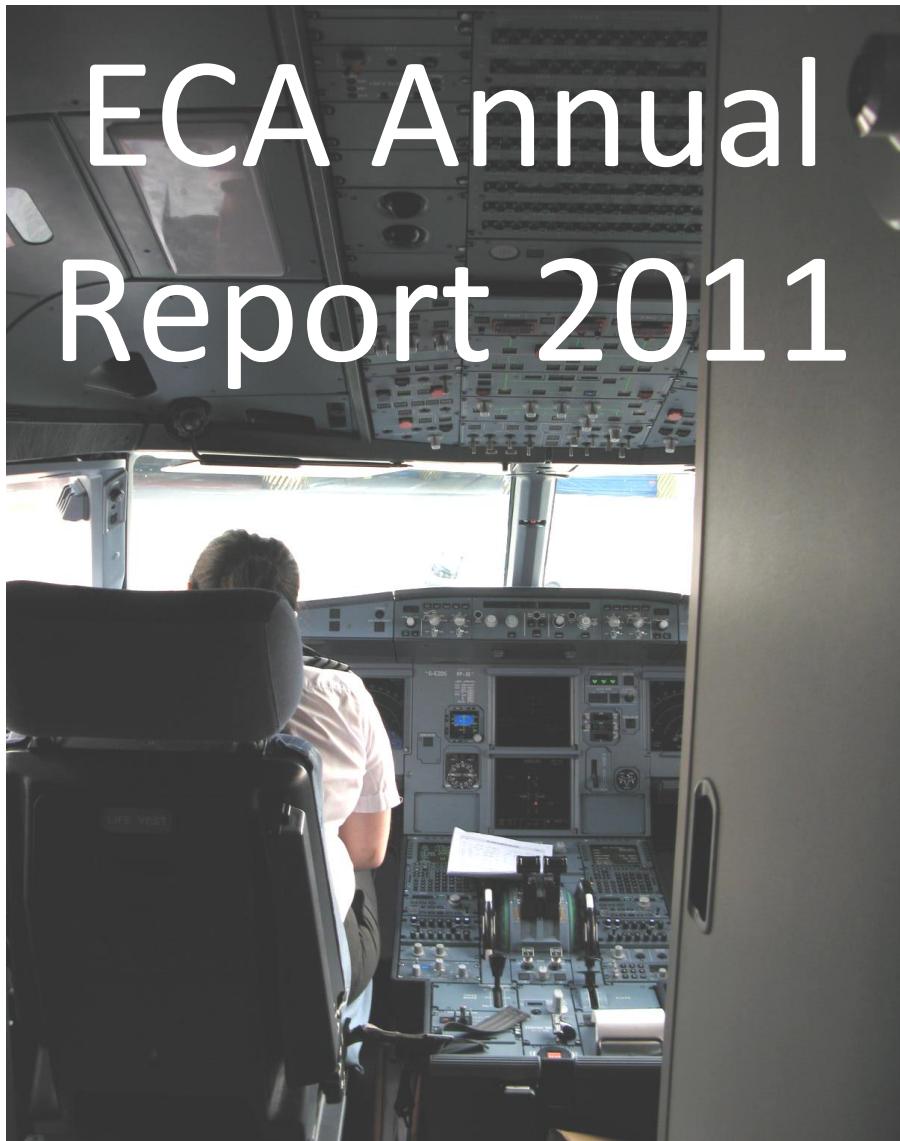




European Cockpit Association
'Piloting Safety'

ECA – 20 years ‘Piloting Safety’



*ECA General Assembly
Brussels, 23-24 November 2011*

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N.B.: ECA's Annual Report is in a format that focuses on ECA's core activities during the past 12 months, and provides a short, readable overview on its activities, the state of play, and ECA's approach to the myriad of policy and legislative developments at EU level.

FOREWORD BY ECA PRESIDENT, NICO VOORBACH

2011 – Change in Presidency, Same Challenges



During our extraordinary Conference in February 2011, Martin Chalk stepped down as President of ECA. After leading the association for more than 6 years he decided that time had come to pass on ECA's helm to a new leader, ready to take up the challenges ahead. Herewith I would like to thank him for all the work he did to make ECA what it is now. As I took over I saw it quickly confirmed that the work he had carried out was outstanding. I will do my best to follow in his footsteps.

This annual report provides a 'snapshot' of ECA's many activities at EU level. As you will read, this year has been important on some key issues. Of course firstly the EASA 'Notice of Proposed Amendment' (NPA) regarding Flight Time Limitations (FTL) has been released and this was very disappointing from a safety perspective. Almost all our

safety comments have been ignored by the safety agency whereas almost all commercial points from the airlines have been included in EASA's proposal. We have decided to continue our technical safety input and to launch a full campaign to correct this failure from EASA. EASA has ignored years of scientific evidence and that is our main objection to the NPA. During the Council of Ministers' meeting in Luxembourg, in June 2011, we held a demonstration that was attended by close to 100 pilots from across Europe. We called upon the Ministers to make safety their number one priority and to base future Flight Time Limitation rules on science.

Another hot topic is the EU's negotiations with so called third-countries regarding air transport agreements. More and more, such market-opening agreements are established and we are following these very closely to make sure they do not harm our pilots and their job security.

We are also concerned about the proposal from EASA to rethink its rule making process. Although this will make the process shorter and less complicated – which is welcome – it will mean that there will be even less involvement and expert input from stakeholders like ECA in the process, whereas the Member States' influence is greatly enhanced. This

revised rulemaking process will enter into force in 2012, and is expected to entail a different way of interacting with EASA than before.

Safety statistics in helicopter operations are worrying. In 2011, up until the writing of this report, there have been more than 100 accidents or incidents resulting in 70 fatalities. ECA will keep on working to convince European legislators of the need for EU-wide safety rules for helicopter operations and try to improve safety levels in this type of operations.

Overall, Europe has fallen behind other regions and is now the third safest region in the world regarding aviation safety. It is our goal to make it the safest aviation region, and we believe that this should also be the goal of the European Union. To achieve and contribute to this we are now in the process of developing a comprehensive Safety Strategy in which we will indicate where the priorities have to be placed. Our motto is and will continue to be "Piloting Safety". Together with our Member Associations and the many volunteer pilot experts we will keep on striving for it.

Please enjoy reading this annual report that highlights most of the fields we have been working on this year and will keep on working on in the coming years.

ECA President, F/O Nico VOORBACH

A handwritten signature in blue ink that reads "Nico Voorbach". The signature is fluid and cursive, with "Nico" on the left and "Voorbach" on the right, connected by a vertical line.



POLITICAL ISSUES

I. EXTERNAL AVIATION RELATIONS

1. EU-US Agreement

On 21 June 2011 Norway and Iceland acceded to the EU-US Air Transport Agreement. The treaty was signed in Oslo with the presence of the Norwegian Transport minister, the Ambassador of Iceland, the US and the EU delegations including ECA.

The Joint Committee continues to meet to review the consequences of the implementation of the agreement on the aviation industry and on labour. This year the discussions have focused on aviation security, noise regulations and on the refusal from the US side to apply EU Emissions Trading Scheme to US carriers on in and outbound flights.

ECA continues monitoring the social consequences of this agreement; the European Commission and the US Department of Transport have agreed to meet regularly with the respective stakeholders. Representing American and European pilots, ECA and US ALPA have been active players in the negotiations on the European side as well as in the Joint Committee meetings. Both associations have committed to work together to better represent pilots' interests across the Atlantic.

2. EU-Israel Agreement

Closer to Europe, the European Community is now negotiating a broad agreement with Israel. Considering the specificities of this country in terms of geopolitics, overflight rights and security measures, the negotiations did not progress much this year. While European stakeholders want to limit the scope of the agreement, the Israeli airlines oppose to open their market.

The security code system put in place by the Israeli CAA which risks impairing safety and which ECA opposed has been withdrawn.



3. EU-Russia

On 11-12 October 2011 the European Union and the Russian federation have co-organised the first EU-Russia Aviation Summit. ECA as a recognised partner of the European aviation arena and a key player in aviation safety was invited to chair the safety panel.

This summit allowed both parties to present the status of their aviation industry, panels covered the main areas: safety, security, ATM, airports, regulatory framework and competition.

This event was a first step toward an improvement of the aviation market between EU and Russia. Contrary to other countries such as US, Canada or Brazil, there will probably be no bilateral talks between the EU and Russia. Instead each single Member State will renegotiate with Russia in order to modify the provisions that have been deemed illegal (e.g. community designation should replace national designation of airlines). The role of ECA will be therefore limited.

4. EU-Moldova

This year the Commission had launched talks with the Republic of Moldavia to draft an Air Transport Agreement between the two regions. After two rounds of negotiations the parties agreed on a proposal and the initiation was signed in Chisinau on October 26. ECA has been monitoring these negotiations and made sure that appropriate wording was introduced on social matters.

II. SOCIAL DIALOGUE / LEGAL GROUP

ECA has used the Legal Group and the Social Dialogue to work on two important dossiers: the determination of the social security regimes to air crews and the follow up of the Viking and Laval cases.

1. Social Security

The Commission published in December 2010 two acts concerning the criteria for determining an air crew's social security regime. The solution proposed by the Commission was unrealistic and encouraged social dumping.

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The Council members agreed on a new article close to ECA/AEA's position and reversing the original Commission proposal

The ECA Legal Group met in January to examine the Commission's proposals and worked on alternative definitions. ECA, together with the Association of European Airlines (AEA) asked the President of the Social Dialogue Committee to invite the Commission to an extraordinary meeting of the Social Dialogue to discuss this issue. During the meeting ECA presented its position.

Following the Commission's lack of reaction, ECA signed together with the AEA and the European Transport Workers Federation (ETF) a Joint Position rejecting the Commission's approach and proposing an alternative route.

This Joint Position of the Social Partners in Civil Aviation has legal standing in the EU institutional framework. It was well received in Parliament and in Council. Thanks to this document and the efforts of ECA, the members of the Council have agreed (with the exception of Ireland) on a new article close to ECA/AEA's position and reversing the original Commission proposal. The text is still a draft. Its adoption by Council is expected at the end of 2011. ECA has received positive signals from Parliament which will vote on this proposal in the first quarter of 2012.



2. Follow up to Viking and Laval

The EU has decided to address the questions raised by the Court of Justice of in a new legislative initiative called "the Single Market Act." This Act is composed of a number of legislative proposals ranging from professional recognition and consumer protection to social issues.

Concretely, the Commission thinks that the Viking and Laval question can be solved through the revision of the Posted Workers Directive and another act called the "Monti II Regulation," clarifying the exercise of fundamental (labour) rights in the Single Market.

The Legal Group and the Industrial Working Group helped provide concrete examples of abuses in social legislation linked to the notion of posting: fake self employment, posting through temporary agencies, contractors and subcontractors, wet leasing... Those examples were compiled and put in the ECA contribution to the Commission's work on the "Single Market act." Our objective was to show the difficulty encountered by crews, airlines and national authorities to apply the rules and avoid abuses in those situations and to ask for more clarity and enforcement.

"ECA asked for a legal framework allowing the representation, negotiation, conclusion and enforcement of agreements for employees working in trans-national airlines

Regarding the Monti II Regulation, ECA asked for a legal framework allowing the representation, negotiation, conclusion and enforcement of agreements for employees working in trans-national airlines and highlighted the obvious need to prevent another instance similar to British Airways' strategy in its OpenSkies case. The draft proposals of the Commission are expected in December. ECA will continue the work of promoting its positions during the adoption procedures in Parliament and at the Council next year.

3. Other Activities of the Social Dialogue and Legal Group

The Plenary of the Social Dialogue Committee for Civil Aviation was the occasion taken by ECA and the other Social Partners to respond to the Commission's White Paper on Transport.

The Legal Group was consulted by the Industrial Working Group on the legislation applicable to strikes. The Legal Group met in Madrid in October. The new tasks for the group include the examination of the national criteria for detecting "false" self employment and the evaluation of the Commission proposals on the use of mediation in trans-national social disputes.





TECHNICAL ISSUES

I. ECA SAFETY STRATEGY

Following agreement by the ECA Conference in March, work started on establishing an ECA safety strategy, to proactively guide ECA's and its MAs' safety work and to shape EU aviation safety initiatives, in future. By implementing another Conference decision, based on the Long Term Review Group (LTRG) recommendations, a Safety Committee was organised in May. The meeting was well attended by senior representatives of the MAs, ECA WG chairmen, ECA Board directors and staff. The Committee discussed future threats, the scope and the overall safety objective and targets. The result was a detailed list of potential safety hazards. The committee also proposed to the Board to set up a much smaller task force with dedicated safety experts who would be responsible for the drafting of the safety strategy. Following a call for attendance, the first meeting of this Safety Strategy Task Force was held in September. The goals of the safety strategy are threefold:

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ECA experts started work on a safety strategy that will identify the main threats to aviation safety and give concrete proposals to mitigate them

1. Internal: reorganisation, refocus and working method
2. Internal: Communication to MAs (justification of ECA existence) and assure adequate return for MAs
3. External: promote the ECA safety strategy to stakeholders and media.

The Task Force defined the key issues for the safety strategy to start with: training – fatigue – data (protection). In addition as a main cause and common denominator to all issues, inadequate regulation due to commercial pressures and uneven lobbying power was identified. This includes the problems associated with an impartial legislator, incompetence and the lack of (effective) oversight.

A second meeting is planned for December at which the key issues will be made more concrete. In order to achieve this, the Task Force will use the SMS principles and model to define a strategy.

II. FLIGHT DATA WORKING GROUP

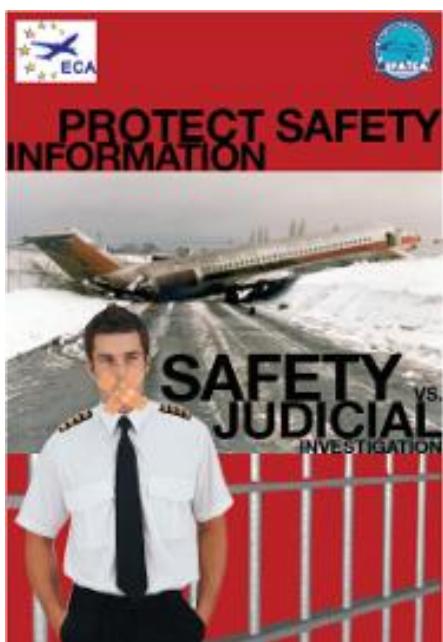
The Flight Data Working Group met in January, May and September 2011. Initiatives and activities related to the adoption of the EU Regulation on Accident Investigation in October 2010 have been the main focus of the Working Group over the past year. With the support of the MAs, the ECA intense lobbying campaign implemented all along the legislative process in 2010 was quite successful



as regards pilots' main concerns and in promoting a safety-oriented approach. Two significant and concrete achievements resulting from this campaign have been the main drivers for the FD WG work.

First, the regulation stipulates that 'Advance Arrangements' between the Accident Investigation Body and the judiciary authorities must be created in each Member State, covering subjects such as the appropriate use of safety information. It was decided to put some effort to develop, together with IFALPA, a template for 'Advance Arrangements' with the aim to reflect pilots' and controllers' views on the critical issue of the confidentiality of sensitive safety data and their conservation, closely linked to the subject of the independence of the safety investigation. After several months of a thorough and iterative work led by a core team, the template was finalised and is to be released very soon, first to the European Accident Investigation Bureaus seen as our natural allies on that matter. A wider promotion plan, externally and internally, will then be initiated.

Second, the regulation specifies that the European Commission has to bring forward by the end of 2011 a proposal to revise the EU Directive on Occurrence Reporting which is of utmost importance for the pilots' community. The revision process of the Directive was kicked-off just before the summer with the launch of a stakeholders' public consultation. A number of inputs were worked out by a core team and then enriched by the MAs to feed the European Commission questionnaire. ECA is engaged in a close and informal dialogue with the European Commission officials in charge of this dossier and the intention is to be actively involved at each official milestone of the revision and drafting process.



The FD WG has also developed recently a document with several generic requirements for Flight Data Monitoring (FDM) Protocols that can be used by MAs and that leaves specifications up to them to negotiate with their companies. Those guidelines will be widely disseminated within the ECA community. Still on the same FDM subject, the FD WG contributed to an EASA survey about the possible creation of a European Operators FDM Forum. Given the positive survey results, the Agency has decided to put in place an organisation for a large FDM forum and ECA plans to get on board this initiative which will start early 2012.

EUROCONTROL has long had a dedicated Just Culture Task Force which includes participants from the judicial side. The group has met twice, in June and October. A new draft Model Policy for national

prosecutors, introducing voluntary restrictions for the types of offence that would result in a criminal investigation after a serious incident or accident, has been finalised by EUROCONTROL legal team and will be released in a near future once it has been approved by the Agency's Provisional Council. Following the adoption of the above mentioned Regulation on Accident Investigation and the joint COPAC-ICAO Regional Seminar held in Madrid in March, the intention remains to develop further relations with the judiciary throughout Europe. ECA is associated to this work.

ECA continues to assure a presence at the ECAC (European Civil Aviation Conference) Accident Investigators biannual meetings. ECA attended the last meeting in Paris in May 2011, and will attend the next meeting in Dublin late November. This group continues to be considered as the expert group on Accident-related issues at the pan-European level and it develops the Community position for the ICAO (International Civil Aviation Organisation) meetings.

ECA continues to represent the pilot position on just culture, occurrence reporting and accident investigation in various safety discussions (such as the Industry Consultation Body, the EFRPG – European Flight Recorder Partnership Group, the EASAC – EASA Safety Advisory Committee and ECAST – European Commercial Aviation Safety Team).

III. SECURITY

The European Commission finalised the implementing legislation for the Security Regulation 185/2010. In 2011 ECA, the EU Member States and the Commission started to monitor the implementation of this implementing regulation.

ECA has been strongly advocating the Commission to write the chapter on in-flight security left blank in the legislation. There will be a working group created soon to work on a draft provision of which ECA will be part.

The European Parliament's has addressed the use of security scanners as screening methods. ECA has addressed its position on different public and political fora. ECA's position was heard and no X-ray based scanner can be used as a screening method. If crew may think that other technologies may harm their health, they can opt-out and ask for a pat own search. ECA grand goal is to introduce differentiation for crews in Europe together with a biometric crew ID to make the process possible.

The Security Working Group started to prepare an ECA Security Guidelines that compiles all ECA positions that are excluded from the EU legislation. This work will allow ECA representatives attending external meetings and national experts talking to their authorities to know and promote the pilots' position.

The ECA has issued a position paper on laser attacks prepared together with the AEA and IFATCA and signed by 15 Aviation Stakeholders (including IFALPA). This position letter was sent to key EU decision-makers. The aim was to promote our position and to invite them to the seminar organised by EUROCONTROL on 'laser interferences at aircrafts'.

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*Following ECA's advice,
the European Commission
created a working group to
draft a chapter on in-flight
security*

This event took place end of October and was very successful. ECA made a presentation there to present the pilots' perspective and strengthened his relation with relevant stakeholders.

ECA closely followed the ECAC activities on security and facilitation. This is a critical area as most of the work done on the ECAC "Doc 30" is then taken on board by ICAO and the European Commission.

ECA also closely monitors the developments in NATO-EUROCONTROL regarding the interception of airplanes and the on-life recording of flight data for security purposes.

During several years ECA has been supporting Israel ALPA, IFALPA and ICAO in denouncing the Israeli security code system. ECA has reported safety concerns on the use of such a system to the Commission. These different actions led to a successful outcome as the Israeli CAA announced the end of the trial period mid 2011.



IV. SINGLE EUROPEAN SKY (SES)

1. General developments

After the adoption of the SES-II legislative package in 2009 and a number of high-level political statements in 2010 (Madrid & Bruges Declarations), 2011 has represented a real shift to the operational full implementation of the Single European Sky.

The establishment of a Performance Scheme, one of the cornerstones of an integrated Single Sky, has made some significant progress. An Implementing Rule setting binding EU performance targets for airspace capacity, cost efficiency and environment, was adopted by



the Member States after some controversial discussions. On this basis, all the national performance plans were submitted to the Performance Review Body (PRB) which formally assessed their consistency with and contribution to the EU performance targets. At the end of the summer, the PRB was able to come up with a number of recommendations to the European Commission and the Single Sky Committee, including asking States to review their national targets where necessary. Moreover, three safety Key Performance Indicators (KPIs) were developed on the basis of tools designed by EUROCONTROL. It is to be noted that the third safety KPI will be the reporting of Just Culture.

As expected, EUROCONTROL was nominated by the European Commission as the Network Manager for the ATM network functions in July 2011. EUROCONTROL already performs some of the duties entrusted to the Network Manager (e.g. European route network design, slot coordination and allocation and scarce resources allocation such as radio frequencies) but the new title will give it more oversight and coordination authority. This collaboration between the European Commission and EUROCONTROL will be further cemented in the form of a high-level agreement.

As regards the Functional Airspace Blocks (FABs), not many developments have been recorded in the past few months. Only few Member States have really engaged into a proactive process so that their airspace corresponds to operational requirements and the

needs of airlines. But the deadline of December 2012 is fast approaching, and so those FABs which are still concentrating on the institutional elements will need to pick up the pace quite dramatically.

In October 2011, the update campaign of the European ATM Master Plan was launched. The aim is to simplify the document in something which is better readable, to introduce performance linkages closer to operational reality and to have a stakeholder-specific approach so that each ATM stakeholder group (ANSPs, airspace users, manufacturing industry, etc.) knows what it has to invest, when and how.

In addition, the European Commission plans to adopt by the end of the year a Communication which will describe its ideas about the governance and funding mechanisms of the upcoming SESAR deployment following the consultation paper on the same subject released in September.

2. ECA's Role in SES Developments

Throughout the year, ECA has closely followed and contributed to the work of the Industry Consultation Body (ICB). ECA participated in the plenary sessions and the institutional subgroups while keeping a watching brief on the other subgroup activities. The main topics of discussion were the IP1 deployment issues, the SESAR deployment strategy and the safety KPIs.

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**ECA, ATCEUC and
 IFATCA started to develop a
 ‘Human Factor’ Roadmap to
 make the 5th pillar a driving
 force for the SES
 implementation**

ECA also continued to coordinate positions with the professional controller and engineer staff organisations in the context of the SESAR Joint Undertaking (JU) and the professional staff presence in the SESAR JU Administrative Board (JUAB) as well as the ICB. In March, ECA issued a press release in association with ATCEUC (the European controller group) and IFATCA announcing the three organisations' intention to develop a common 'Human Factor' Roadmap to make the so-called "5th pillar" a driving force for the SES implementation.

V. EASA – CURRENT STATUS

EASA finalised its rulemaking process both on Part-OPS (Commercial Air Transport) and on Part-FCL (Flight Crew Licensing). EASA also published already 17 new Notices of Proposed Amendments (NPAs) of which the most important for us are related to the Standardised European Rules of the Air (SERA part B), the Operational Safety Directive, the Master Minimum Equipment List and a new Instrument Rating.

ECA continued attendance to the Advisory Board (EAB – Francis Nardy and Kris Van der Plas) and the Stakeholders Safety Consultative Committee (SSCC – Martin Alder and Kris Van der Plas). ECA also remained involved in the EASA Safety Advisory Committee (EASAC –



Régis Fusenig), the EASA Human Factors Advisory Group (EHFAG – Erik van der Lely and Maria Murtha), the European Commercial Aviation Safety Team (ECAST - Marc Röser and Gustavo Barba), the EASA FCL Partnership Group (Wilhelm Wesendorfer and Kris Van der Plas), the EASA Medical Review Group (Antti Tuori) and various rulemaking tasks.

ECA however reviewed its general approach towards EASA because we observed that EASA does not seem to be that interested in our expertise. Examples are abundant: from the burdensome and rather inefficient drafting and consultation on FCL and OPS where both showed very little uptake of our comments, to our warning about the downgrading of the basic legal framework as outlined in EASA's proposal on the Authority and Organisation Requirements. At the same time, we voiced concerns on a weakening in oversight. Without any satisfactory response from EASA.

Also, EASA created a rulemaking review group to rethink the rulemaking process: the revised rulemaking process will enter into force in 2012 and will dramatically amend the existing process. The main effect will be on stakeholders, such as ECA, who will be left with an even smaller influence on the EASA rulemaking.

EASAC also now formally plays the role of the European Strategic Safety Initiative (ESSI) and is responsible for drafting the European Aviation Safety Programme / Plan (EASP). Although one of our experts is invited on a personal basis, it is not based on an official representation from all stakeholders. In addition, in the EASP itself, pilots are not mentioned as one of the stakeholders who have a role/responsibility in the safety plan.

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The EASA Internal Group on Pilot Training (IGPT) drafted an automation policy. IGPT is a completely internal EASA meeting that drafted the document based on a literature review and 'expert judgement'. ECA asked several times to be invited to join a meeting of that group. Even though accepted and promised, no invitation has come forward. The

automation policy was presented during the EASA Safety Conference in October and a dedicated workshop will be held before the close of 2011. The policy will also be discussed in ECAST and EHFAG.

A letter listing all our concerns was sent to EASA in September. ECA stated we would appreciate to see an improvement in EASA's appreciation of our expertise and requested a meeting with EASA's top management in order to discuss how we can progress our cooperation with EASA in the coming years.

VI. TRAINING, LICENSING & OPERATIONS

ECA's Training, Licensing & Operations Working Group (TLO WG) has had a challenging time to keep track of all EASA developments. Its work has been focused during the first half of the year on reviewing the Comment Response Document (CRD) of Part-OPS for Commercial Air Transport (CAT).

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IFALPA is preparing a training manual that will look at all aspects of pilot training, from the day candidate pilot walks into a flight school until (s)he retires

TLO also dealt with various FCL issues like cruise relief co-pilot, non-technical skills and the Operational Multi-pilot License (OML). Work is ongoing on the development of an automation position. This is sparked by the fact that Loss of Control – in-flight is the biggest killer in aviation today. EASA also organised a conference dedicated to this specific subject in October and is preparing an automation policy for which we should be prepared. One of the related discussions to automation / loss of control is pilot training and in this respect the work on the

IFALPA Pilot Training Standards (IPTS) Manual is ongoing with strong support from ECA. Following the workshop in 2010 and the publication of the IFALPA position paper on IPTS in March 2011, a training manual is being drafted that will look at all aspects of pilot training from the day a candidate pilot walks into a flight school until the day (s)he retires. The aim is to have the manual adopted at the IFALPA 2012 Conference.

On request of our Members, ECA organised also a meeting in October on the issue of Occupational Health and Safety. The meeting discussed its scope, the goals and a proposed working method. The main issue is how to share the work done in several MAs and make it available to all MAs for the benefit of those MAs and the individual pilots. As many issues are already covered by TLO and IFALPA HUPER (e.g. cabin air, cosmic radiation, ergonomics, etc.), the intention is not to repeat discussions in yet another forum but rather to create an environment where best practices amongst MAs can be shared.

VII. AIR TRAFFIC MANAGEMENT AND AERODROMES WG

The Air Traffic Management and Aerodromes WG (ATMA) met in March and October 2011. In October, given the very low attendance at the meeting, the WG started discussions on the future of the work, how to get more participants and what issues to focus on.

Over the past year, the group has focused its attention regarding ATM on the implementation of the second package of the Single European Sky (SES) and the execution of the framework contract between ECA and the SESAR Joint Undertaking (SJU) to feed the programme with pilot expertise.

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ECA has been holding since July 2011 (for an 18-month period) the staff representative seat of the Administrative Board of the SESAR JU

and very complex process. The result of it will be published in the form of Notices of Proposed Amendments (NPAs) by mid-2012. The ECA ATMA WG will closely look at and comment the texts.

SESAR (Single European Sky ATM Research) is the technological dimension of the Single European Sky. It aims to develop the new-generation air traffic management system capable of ensuring the safety and fluidity of air transport over the next 30 years. Through an open system design and dedicated international activities, SESAR will be compatible with similar global initiatives such as NextGen – the sister initiative from across the Atlantic. In December 2009, a framework contract between ECA and the SESAR Joint Undertaking (SJU) was signed. The contract allows annual work orders to bring pilots' expertise in projects and, very importantly when validating the solutions, in a close to operations on-site live trials or simulations. Following the setting up of a pool of experts in 2010, two internal coordination meetings took place in February and October 2011 in order to share experience, identify transverse issues for the pilots' community and adjust ECA's contribution to the various projects according to the latest programme developments.

The Administrative Board of the SESAR JU also has a staff representative present. This seat has been held – by agreement of five Professional Staff Organisations – by ECA since July 2011 (for an 18-month period).

As regards to the international dimension of the future

Following the extension of EASA competences to ATM, ECA has been actively participating in the development of ATM related European safety rules. A number of ad-hoc sub-groups have been set up to address specific topics and pilots' expertise has been brought into the ATS/SERA and meteorological sub-groups. Most of the groups should finalise their work in the coming months. Overall, it seems the work is going in the right direction even if it is a burdensome



ATM systems such as SESAR, ICAO organised in September 2011 a global air navigation industry symposium, in which ECA participated. The aim was to present the new concept of 'Aviation System Block Upgrades' (ASBUs) and to create a global momentum under the leadership of ICAO for AN-Conf/12 with buy-in both from the States and industry. There was a general support to this initiative which is seen as a potentially powerful driver to get global interoperability. Another aim of the symposium was that SESAR and NextGen do not go off a different tangential than the rest of the world and that the rest of the world is capable to benefit from the NextGen and SESAR work. The intention is that everybody has to meet ICAO standards.

Following the Flight Level Adherence Days organised all over Europe by EUROCONTROL in Sept/Oct 2010, the recommendations issued by the Agency were discussed and welcomed by the Working Group. However, the idea of organising as the next step a "time" adherence day later on this year (EOBT/CTOT) was not supported.



The issue of harmonising different transition altitudes in the ECAC area, which has been discussed for almost a decade, was back on the WG's radar screen in 2011. EUROCONTROL and EASA have been tasked with evaluating the feasibility and impact of implementing a Harmonised European Transition Altitude (HETA) of 18000ft and ECA experts have participated in the group which was set up to support this task. RA downlink was another subject brought to the attention of the WG and further escalated to IFALPA ATS Committee.

In the Aerodrome area, ECA has continued to be present in the core working groups of EUROCONTROL and EASA.

The EUROCONTROL working group on runway incursions finalised its work revising the European Action Plan for the Prevention of Runway Incursions (EAPPRI). ECA was a signatory of the text and contributed a lot to it.

In 2010, EUROCONTROL had published a study on runway excursions and in 2011, based on this work, they started to draft a manual for the prevention of runway excursions. The aim of the group is to finalise the work by end of 2011, for publication in 2012. ECA has participated in the meetings and the ATMA WG prepared comments to the latest draft. This document, together with the EAPPRI, will be a very important tool for the work in the Local Runway Safety Teams (LRST).



At EASA level, the rulemaking work in aerodromes was launched in 2010, with the creation of three rulemaking tasks. ECA is represented in the tasks on aerodrome design and aerodrome operations. The three groups finalised their work in the third quarter of 2011. On the whole, it seems the work is going into the right direction, basing its work on the ICAO Annex 14 on Aerodromes. The result of it will be published in the form of Notices of Proposed Amendments (NPAs) by the end of the year. The ECA ATMA WG will closely look at and comment on the texts.

In May 2011, ICAO organised a global symposium on runway safety, in which ECA participated. The forum was interesting as it brought together all best practice on improving runway safety worldwide, therefore being a very good informative forum. One of the main outcomes of the symposium was the organisation of regional symposiums on runway safety. The European one will take place in March 2012 in Amsterdam, and ECA will be closely involved in it.

Finally, the ATMA WG in October discussed the areas on which ECA should focus in aerodromes. In addition to the work in EUROCONTROL and EASA, the group recognised the work of LRST pilot representatives as being of primary importance. Therefore, an ECA network of LRST representatives will be created to share experience and best practice across Europe and to assist each other on issues encountered at airports. Given that a lot of useful tools and material are available from across the globe to help the work of these LRST, ECA decided to create an LRST toolkit that would be available to all ECA LRST representatives. The idea of an LRST workshop to be organised in 2012 will be considered, as well as potential trainings in coordination with IFALPA.

VIII. UNMANNED AERIAL VEHICLES (UAVS)

ECA continues to follow the development of rules for the introduction of UAVs into non-segregated airspace. In this regard the work with EUROCAE Working Group 73 remains important, where ECA is represented.

This working group develops a code that might be the basis for certification and operation of UAVs, as well as qualification of the UAV-pilots. The operational view of airline pilots in this WG is highly appreciated by the industry.



The European Commission organised a series of workshops in 2011 called EU UAS Panel. The objective of the EU UAS Panel is to produce a policy document, describing the current situation for UAS, as well as the key challenges and obstacles, which need to be addressed to ensure full integration in the Single European Sky. It should also aim at providing concrete recommendations to policy-makers in the European Commission on how obstacles would need to be removed to further develop the market for UAS in Europe. The ECA expert (Thomas Mildenberger) was invited to speak in one of these workshops dealing with flight crew licensing for UAS.

ECA is closely coordinating with IFALPA on this issue.

IX. HELICOPTERS

Although the majority of ECA members are airline pilots, ECA also represents helicopter pilots at European level.

In 2011, the Helicopter Working Group met three times. Although attendance at the meetings is not always easy to ensure for our pilot members given the difficulty to get days off, the group is very active and has carried out a lot of work this year.

Safety statistics in helicopter operations remain worrying and do not seem to improve, with more than 100 accidents or incidents to date (19 October 2011), resulting in almost 70 fatalities. The situation in Spain remains the most worrying, as it is the country where most fatalities were registered this year (19), followed by Russia (12). SEPLA, our Spanish Member Association, has at several occasions raised the alarm towards the national authorities, but the authorities have not launched any convincing initiative so far.



Among the main issues discussed at the WG has been the issue of Flight Time Limitations. The WG has started drafting an ECA scheme. They divided the work into three main parts: Commercial Air Transport, Aerial Work and Helicopter Emergency Services. This is being carried out in view of the upcoming rulemaking tasks that will be created in EASA in 2012 and where ECA is planning to be closely involved.

The second issue of big concern for ECA is the regulation of Search and Rescue (SAR) and Fire Fighting Operations. So far, these operations are considered as public services and therefore left to the national authorities to regulate. However, the situation has changed a lot over the years, given that nowadays more and more of these operations are carried out by civil operators, with civil pilots and civil aircraft. ECA has therefore been advocating towards EASA and the European Commission to acknowledge this change and start regulating these areas, which account for a high number of accidents and fatalities each year.

Regarding external meetings, ECA has continued to closely monitor and attend the meetings of the EASA EHEST (European Helicopter Safety Team) and its sub-teams (OPS & SMS, Training and the Regulatory Team). ECA will also be present at the EASA Rotorcraft Symposium (7-8 December) and aims to be among the speakers of the conference.

ECA has been advocating towards the European institutions the need to regulate Search and rescue and firefighting operations at EU level

Finally, ECA has been working closely together with the Helicopter Committee of the International Federation of Air Line Pilots' Associations (IFALPA), to ensure that coordination is done not only at European level, but also between Europe and the rest of the world. To this purpose, ECA hosted the Committee meeting in Brussels in September.

X. VOLCANIC ASH

At the time of the volcanic ash crisis experienced all over Europe in April/May 2010, ECA raised a few crucial points in a letter sent to Siim Kallas, Vice-President of the Commission, responsible for Transport.

Pilots, as safety professionals, are strong advocates of the "Safety First" principle which should drive any decision taken, national authorities must remain in charge of deciding whether the national airspace is open or not and company procedures must ensure that the Commander of each flight has the maximum information available on which to base the decision to fly (or not). Last but not least, the pilot must have the ultimate authority over the flight, as always. He or she must be fully supported by the authority and airline management for his/her safety based decisions, and there shall be no pressure on pilots to perform flights for commercial reasons and against the pilot's safety assessment.

Moreover, ECA successfully made a plea for its participation in the newly-created European Aviation Crisis Coordination Cell (EACCC) considering the unique operational experience and very valuable contribution that pilots are able to offer. The ECA President & Vice-President were nominated as the two points of contact and the ECA President attended the 4th & 6th EACCC meetings in January and September 2011. In May, another crisis of smaller magnitude arose with the eruption of the Icelandic volcano Grimsvotn. On this occasion, ECA was able to participate actively in the conference calls organised in the context of the EACCC to facilitate the management of crisis and could provide its members with real-time reports about the situation and the European CAAs moves.

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So far ECA has actively participated in the European Aviation Crisis Coordination Cell, which recognises the unique operational expertise of pilots



As regards VA exercises, they are expected to take place on a yearly basis for the EUR (and NAT) region(s). ECA contributed to the preparation of the 2011 VOLCEX and intends to be involved in the preparation of the 2012 VOLCEX which will take place by the end of the year. ECA had prepared proposals on how such an exercise should be carried out, which have been adopted by the IFALPA ATS Committee.

The ICAO Volcanic Ash TF (IVATF) is the venue where the work on this subject is performed at a global stage. IVATF, where the expertise of European pilots has been instrumental, made some progress even if a lot has still to be done. Issues such as the challenge to give accurate definitions, namely of visible ash and concentration levels, have been addressed but still need to be further discussed by next summer.



PROFESSIONAL ISSUES

I. FLIGHT TIME LIMITATIONS

For more than 18 years, Flight Time Limitations (FTL) have been one of ECA's major policy issues at EU level. In July 2008, the EU-OPS Subpart Q had to be implemented by all EU Member States and their operators.

2011 was dominated by the EASA rulemaking process tasked to develop the next generation of EU-wide EASA FTL rules.

After having spent considerable time and resources on EASA's "OPS.055" rulemaking group in 2010, where ECA promoted the development of science-based, safety-oriented FTL rules at highest safety-level, EASA published its draft FTL rules, the so-called Notice of Proposed Amendments (NPA) 2010-14, in late December 2010.



Before the publication, ECA had criticised the outcome of the OPS.055 group as being immature, disregarding decades of scientific evidence, being tailored around the operators' commercial interests, and resulting in safety regression in many parts of the EU. ECA wrote to and met with the EASA Executive Director and with EU Transport Commissioner Kallas' Cabinet calling for a delay in the NPA publication until independent scientists have had the chance to assess the draft NPA and their recommendations to be reflected in a revised NPA. Regrettably, EASA and the Commission rejected these calls and decided to publish the NPA despite its significant weaknesses.

The publication of NPA was followed by a 3-month stakeholder consultation period. ECA's FTL Working Group assessed the NPA in Jan-March and submitted a long list of comments, recommending substantial changes to the NPA. Some of ECA's Member

Associations also sent in their individual comments (many of which from individual pilots). Overall, EASA received close to 50.000 stakeholder comments – a record in EASA's rulemaking history.

During the NPA commenting period, many of ECA's Member Associations were in contact with their national aviation authorities to explain the pilots' concerns about the NPA, based on 6 key concerns developed by ECA.

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Surveys among pilots point out that fatigue is much more widespread than official statistics show

ECA – already in Sept. 2010 – had requested that the Agency involves scientists into the rulemaking work. This had been rejected, but the Agency finally agreed to hire three independent scientists to carry out an ex-post assessment of the NPA. They started their work in Feb. 2011 and handed in their final reports in mid-June. All 3 reports confirm previous research and show that the NPA needs to be revised – in some parts significantly – in order to be able to claim to be

based on scientific evidence. However, the Agency decided to keep the 3 reports confidential, and rather than making them available to the wider public, they decided to publish them only in Dec. 2011. ECA's repeated requests to abide by EU transparency principles and to publish the three reports were rejected.

In April, EASA resumed the OPS.055 process and, until end November, held 7 meetings of the 055 Comment Review Group, tasked with assessing the comments and preparing a revised EASA proposal – the so-called Comment Response Document (CRD). The publication of the CRD is expected for mid/end Dec. 2011, which will be followed by a 2-month comment period (until end Feb. 2012).

ECA's FTL Working Group (WG) had been active in 2011 with 2 meetings in January and July 2011, supported by the FTL Steering Committee that took care of the everyday management of FTL issues and tasks. The WG's experts regularly discussed the implementation and interpretation issues as well as new EU/EASA regulatory developments.



During Dec. 2010 and Oct. 2011, several of ECA's Member Associations carried out surveys among their pilots to assess the prevalence of fatigue in Europe's cockpits. The results are all converging and point out that fatigue is much more wide-spread than official statistics show. The surveys also helped to raise the awareness of politicians in several EU countries and underlined the need for safe and science-based EU FTL rules.

To raise awareness among the national Transport Ministers, ECA carried out a demonstration in front of the Council of Ministers' meeting in Luxembourg, in June 2011. Attended by close to 100 pilots from across Europe, the demonstration – and related press conference – called upon the Ministers to make safety their priority number one and base future FTL rules on science rather than on the airlines' commercial interests. The event attracted significant media attention and helped to raise the Minister's attention. The Danish Minister raised the issue at the Council meeting and announced that Denmark will make this a priority issue during the Danish term of the EU Presidency.

In November, ECA also updated the content of its www.dead-tired.eu campaign website, including on the demonstration in Luxembourg. A revised website is planned for late 2011/early 2012.

II. TRANS-NATIONAL AIRLINES & COLLECTIVE BARGAINING

The aviation industry evolves quickly, and the airlines have accelerated the processes of consolidation. Companies now have operational bases in several countries; typical examples are Air France-KLM, the Lufthansa group, easyJet, Ryanair, DHL, IAG - International Airlines Group (BA-IB). Whereas European Countries have agreed to let the European Union have competence to integrate and harmonise the economic markets, social laws and labour issues have been left behind at national level. ECA and its Member Associations' aim is to ensure that appropriate social and labour laws are put in place.

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To bridge the gap to such measures, ECA had developed tools to unify, organise and represent pilots of the same 'Trans National Airline' (TNA), such as the 2006 "TNA Convention", or the promotion of the 2008 'easyJet Pilot Group' (ePG) agreement, aimed at organising the representation of easyJet pilots based in UK, Germany, Spain, Italy and France. In this context, in October 2010, ECA facilitated a meeting of the ePG Oversight body, to ensure the good functioning of this agreement. The experience shows that MAs have to work in very close collaboration to make sure that they don't let a company's management play a group of pilots against the other.

The experience of British Airways' pilots after their intended strike action has shown that rulings by the European Court of Justice can have different outcomes than expected and be far from labour friendly. ECA and its Member Associations started developing a strategy to better lobby at both European and national levels and to ensure that collective and effective representation of pilots can be delivered across Europe. There is potential to address this issue through the upcoming Single Market Act currently under development, and ECA is contributing to that.



To accompany these TNA developments, in 2011 the ECA TNA Working Group met twice, identifying the TNAs in Europe and monitoring their developments. This enables the identification of best and worst practices. A number of practical initiatives are underway to address specific aspects of the TNA issue. It is also hoped that the function of ECA's External Relations Working Group can be brought under the wing of the TNA WG to ensure they are closely integrated and the knowledge of both complementary areas can be shared.

ECA is looking at the different social aspects affecting pilots of a TNA, notably on social security, but also on the posting of workers, and their employment contract status. There is usually European legislation addressing these topics but it is not always adequate.

III. INDUSTRIAL WORKING GROUP

Several MAs have faced crisis this year and some are still in turmoil. Unfortunately in Greece, when Olympic Airways restructured its business most of the active pilots within Hellenic ALPA have not been re-employed. This also had an impact on Hellenic ALPA which had always been highly involved in improving safety measures in their airlines and among their pilots.

In Croatia, ECA supported Croatia ALPA in negotiating basic common practices with their management on seniority list, conditions for lay-offs and training bonds.

In Latvia and Hungary the respective situations of Air Baltic and Malèv are still uncertain. In both cases this situation was exacerbated by very poor management and an uncertain regulatory framework.

This year ECA's Industrial Working Group has pursued 6 main themes. The usual exchange of information on industrial situations in the different MAs; an attempt to 'map' where the pilots not represented by ECA Member Associations are, and to consider how best to draw them in and provide representation is underway; this should also help inform an evaluation of the tasks assigned to the Working Group by the Long Term Review Group; an assessment of the historical obstacles to ECA-wide benchmarking and how they might be addressed is being undertaken; and the group's input on the European Commission's review of the social impacts of the Single Market has been sought. Finally, the issue of how best to organise and ameliorate the threat of unaffiliated and unrepresented agency and contract pilots has been an issue underpinning all of the Working Group's considerations. An action plan in this respect is underway with the assistance of both the TNA and Industrial WGs.

ECA also deals with the lack of volunteers involved in Union work and the tendency of some Member States to weaken legislation of unions' representativeness. The working group is looking at the concrete actions that can be undertaken to improve this situation. An obvious and easy starting point however would be for some of our larger and better resourced MAs to improve their attendance efforts at the TNA and Industrial Working Groups.





ORGANISATIONAL ISSUES

I. ECA STRUCTURE & BOARD

Since the last General Assembly in Nov. 2010, three ECA Conferences have convened ECA Member Associations, in Chiang Mai (April), Brussels (June) and Brussels (Nov.).

As the ‘engine’ of ECA’s activities, the Executive Board has closely followed all major issues and developments that affect ECA and its members, meeting almost every month in Brussels for at least two days.

At the November 2010 Conference, ECA members elected a new President, Nico VOORBACH (Netherlands), a new Board Director for Professional Affairs, Jon HORNE (from the UK), and a new Technical Affairs Director, Francis NARDY (France). At the June 2011 Conference, a new Admin and Finance Directors was elected, Odd HAUGSBAK (from Norway), after the previous post holder had to withdraw from the position for personal reasons.

At the ECA Conference in November 2011, four of the seven Executive Board Director positions are up for (re)election:

- Vice-President (currently Carlos SALAS – Spain)
- Professional Affairs Director (currently Luis BENTO – Portugal)
- Technical Affairs Director (currently Álvaro GAMMICCHIA – Spain)
- Admin & Finance Director (currently Odd HAUGSBAK - Norway)

II. ECA STAFF

In 2011 ECA’s Brussels-based staff remained at the level of 8 full-time staff members.

In April 2011, Ignacio PLAZA was formally nominated Deputy Secretary General. This formalised a role that he had already carried out since late 2009, supporting the Secretary General in many of the daily management tasks and deputising for the Secretary General during his absence.

Several of the IT/Web-related tasks previously carried out by ECA’s IT officer (who left ECA in late 2010) were taken over by ECA’s Administrative Assistant, Sarah KAMER.

III. COOPERATION WITH IFALPA

Since the signature of a comprehensive Protocol of cooperation between ECA and IFALPA (International Federation of Air Line Pilots’ Associations) in 2006, and building on their close relationship since their 2003 agreement, in 2010/11 both organisations continued to further deepen their cooperation.

IFALPA held its regional meetings (Europe) in conjunction with the ECA Conferences; updates were given about Annex 29 (formerly 19) as well as on industrial matters. Wherever possible, ECA Board Directors and Policy Advisors attend IFALPA’s Technical and Professional Committees.

On an institutional basis, ECA Vice-President, Carlos SALAS, acted at the same time as IFALPA Executive Vice President (Europe) and provided a close link between the ECA and IFALPA Executive Boards.

IV. ECA WORKING GROUPS

ECA's Working Groups, which consist of the Member Associations and their experts are the organisation's primary tool for developing ECA's day-to-day content-related work. In 2011, the AoP Working Group was revitalised, and a decision was taken to merge the External Relations WG into the TNA WG.

V. ECA COMMUNICATIONS & WEBSITE

In 2011, ECA continued to develop its communications strategy and several projects were launched.

ECA continued to issue its monthly short and concise news bulletin – the Cockpit News. This bulletin is also available on ECA's website in high-resolution PDF and text format. Several Member Associations post it on their sites and include it in their news magazines.

One of the main projects of the Communications Department this year was the development of a visual identity, including the further development of the logo. The proposals will be presented to the ECA November General Assembly. It is aimed at modernising ECA and its communications tools. In 2012, provided the ECA Conference adopts the new visual identity, the implementation of it will be carried out, including the revision of the communications tools and the redesign of the ECA website (www.eurocockpit.be).

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