



Editorial



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ECA President

Pilot Representation

Why should professional pilots be members of their professional association? The myriad of individual reasons are generally drawn together in 3 groups:

- individual representation in the event of an incident at work,
- collective representation to negotiate pay and conditions, and
- collective representation to influence professional and regulatory bodies.

The first is generally provided by the National Association (often in conjunction with the local IFALPA Member Association if the incident occurs outside the member's own country) and the second is normally provided by a part of the National Association such as a Company Council or Master Executive Council. Particularly in Europe, but increasingly right across the World, all three reasons now call for the National Association to rely both on cooperation with Professional Pilot Associations in other countries and the coordination and protection afforded by international bodies such as ECA and IFALPA.

So what is the relationship between ECA and IFALPA? Firstly, in recognition of the progressively growing influence of a number of regional powers such as the EU, IFALPA restructured some time ago to incorporate regional bodies such as ECA in Europe or ALPA-International in North America. Secondly, to avoid duplication or overlap both IFALPA and ECA rely crucially on their representatives to clearly understand the different roles played by these two international associations.

I sometimes think that calling ECA and IFALPA "international bodies" gives the wrong impression, as ECA more resembles a Member Association of IFALPA than IFALPA itself. IFALPA has roles in

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X-Ray Screening Can Seriously Damage your Health

The promotion of new technologies in the field of aviation security is certainly good news. Body scanners and explosive trace detection portals will increase the levels of security and the comfort of passengers and aviation employees. However, ECA is very concerned about the negative effects of those technologies based on X-rays.

The studies on X-ray based body scanners have successfully demonstrated that the ionisation of the body that they provoke remains below 1 millisievert (mSv). Under this threshold it is generally considered that the risks on health are negligible. A regular passenger who flies only occasionally should in principle not be afraid of going through such scanners.

However, those studies do not take into account

that the ionisation absorbed by the body is cumulative over time. Intensive or very frequent exposures to even small doses of X-ray ionisation can result in unacceptable cumulative levels of radiation.

This is exactly what our experts think could happen to air crews. Air crews are already exposed to cosmic radiation because they fly at high altitudes and because of other natural phenomena related to sun activity. Therefore, just with their ordinary work, air crews accumulate between 3 and 6 mSv per year. Experts are highly concerned about the

negative effects of increasing even further air crews' annual exposure to radiation from X-ray based body scanners.

The effects of radiation on human health must be taken seriously. High levels of exposure can provoke illnesses such as cancer, chromosomal (genetic) damage or cataract. Fortunately, there are alternatives to X-ray based scanners such as millimetre wave imaging which are less harmful to human bodies.

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human bodies.

This problem does not only affect crews; frequent flyers and other persons already heavily exposed or sensitive to radiation are also concerned. ECA has written to the European Commission requesting the abandonment of x-ray based body scanners as a primary screening tool for crews due to their adverse effects on health and the promotion of other non-aggressive and non-intrusive methods of screening. In that way, aviation security can be enhanced without hindering the crews' and frequent flyers' health. ■

ECA & IFALPA: An Inspiring 2 Days for Safety

60 pilots from all over Europe came to Brussels on 24 February to attend the ECA "Technical Day". This TECH DAY aimed to inspire new pilot experts to become active in technical safety issues at ECA and the EU Institutions' level. It turned out to be a great success.

Brussels – the Capital of European decision-making – provided an excellent setting for what would become an inspiring event. Pilots were briefed on the functioning of the EU Institutions and how ECA and – more importantly – how pilots can actively contribute to shaping European safety legislation. Several workshops were organised on accident investigation, pilot training, security, air traffic management and airports.

Interactive presentations by some of our top experts induced interesting discussions. The enthusiasm of our presenters and the commitment of their Associations to make them available for ECA work provided for a showcase of pilot

achievements in what is often seen as a complex European world.

The following day, IFALPA organised a "Safety Day". Again, world-renowned



- coordinating and facilitating MA efforts in such areas as individual representation across borders (providing local legal assistance, mutual support coordination, etc.)
- setting policy at the global level to both influence ICAO Standards And Recommended Practices (SARPS) and to aid Member Associations who then seek to influence the National Aviation (safety) Authorities on the same issues
- representing pilot safety positions vis-a-vis ICAO.

Consequently, ECA is more like a Member Association of IFALPA because a large part of our work is in seeking to influence the European regulators towards IFALPA policies. ECA does not set policy of its own, which would be counterproductive, but pursues and promotes IFALPA policy wherever it exists and there is not a uniquely European perspective. This is in exactly the same way as an IFALPA member association would nationally.

As IFALPA, ECA and the national Member Associations in Europe are again caused to review our structures, we must remember the needs of the individual Professional Pilots we represent at all times. We must seek to evolve company, national, regional and global structures that efficiently deliver the best possible individual, collective and professional representation. Unless we do, why would they join or remain a member? ■

Next Meetings

- 19-23 Mar.:** IFALPA Conference, Marrakesh, MA
20 Mar.: ECA Conference, Marrakesh, MA
22 Mar.: ECA Flight Data Steering Committee, Marrakesh, MA
23-25 Mar.: Eurocontrol ANT meeting, Brussels, BE
23-25 Mar.: EU-US Negotiations, Brussels, BE
24-25 Mar.: EASA OPS.055 Task Meeting, Cologne, DE
24-26 Mar.: EASA NPA 2008-22 Review Group Meeting, Cologne, DE
29-31 Mar.: ICAO High-Level Safety Conference, Montreal, CA
30 Mar.: Eurocontrol Working Group on Runway Incursion, Brussels, BE
13 Apr.: EASA Safety Advisory Committee, Cologne, DE
13-14 Apr.: ECA Executive Board Meeting, Brussels, BE

The **European Cockpit Association** is the association of Flight Crew Unions from European States. Based in Brussels, ECA has 38 Member Associations, representing over **38.600** pilots from 38 countries. For more information: www.eurocockpit.be.

experts made presentations on accident analysis and prevention. Not only did the content of the presentations seamlessly complement the preceding TECH DAY, but the combined effort showed how ECA and IFALPA jointly work towards the same goals building on each other's strength.

The real benefit of the TECH DAY is not measured by number of attendees

ECA Proactive in Facing Changes in Our Industry

Liberalisation and Globalisation have come under scrutiny in the finance sector recently; and ECA is reacting thoughtfully but aggressively to the same forces at work in civil aviation.

Since 1997, there has been a revolution to the economic regulations governing international air transport in Europe. First, the EU internal market was completely liberalised for the airlines and then following a European Court of Justice ruling in 2002, the Member States were forced to allow liberalisation for the airlines of the international aviation market with the rest of the world. This is now almost complete and has had a profound effect on pilot representation.

ECA was formed by its Member Associations in 1991 to represent professional pilot views to the then active Joint Aviation Authorities' work in unifying the regulations in Europe. Earlier this decade ECA was restructured in recognition of our growth in membership and the birth of the European Aviation Safety Agency (EASA), which took the 'Europeanisation' of regulation – including safety regulation – one step further.

As liberalisation has now changed the face of aviation again – this time attacking the fundamental freedoms of workers to 'associate' and collectively bargain their contracts across national borders and jurisdictions; so ECA has re-examined its own structure to ensure all

alone. When new experts volunteer to take up responsibilities, be it in internal ECA meetings or as external representatives, the day will have demonstrated its true purpose! So let the TECH and Safety Days inspire you to become part of the Tech Team and join ECA and IFALPA to make the pilot's voice heard at EU and international level! ■

our members (both current and future) are able to exercise their fundamental rights.

At the most recent of the regular ECA Conferences – last February – , which bring together representatives of all 38 countries and 38,600+ professional pilots ECA represents, decisions were taken to:

- restructure ECA's technical effort towards EASA;
- bring forward proposals to ensure every professional pilot has access to high quality professional association services;
- to ensure we recruit every professional pilot into the ECA family;
- to streamline ECA's membership and subscription requirements.

These decisions and proposed steps will be a boost to ECA in ensuring we offer the best possible advocacy for our members at European level, striving for the highest levels of aviation safety and fostering social rights and quality employment for all professional pilots in Europe. ■

ECA Office Strengthened !

ECA is delighted to welcome to its Brussels team Loïc Michel, a 32 year old French political scientist, with several years of professional experience in EU aviation policy. Loïc will succeed Fiona McFadden as our new Technical Policy Advisor, starting on 16 March.

The strengthening of ECA's office will continue two weeks later. On 1 April, Sarah Kamer will start working for ECA as the Administrative Assistant. Sarah is 24 and a newly graduated Irish translator in English-Italian. The recruitment of Sarah will allow Pamela Grillet-Paysan to move into her new function as junior policy advisor and also to spend more time on ECA's internal and external communication.

The ECA Brussels Team will then number 9 motivated, full time staff members, working in close coordination with a highly dedicated Executive Board, striving for the highest levels of aviation safety in Europe.

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