



## Editorial



**Cpt. M. Chalk**  
ECA President

### What Is the Role of an Airline Pilot?

Or the role of an air taxi, cargo or helicopter pilot for that matter? In the last few weeks we have read about the regular episodes of pilots 'saving the day' and the lives of their passengers (see [CN July](#)), and we occasionally still hear of the professional pilots who ditched a powerless A320 in the Hudson River and B777 gently onto the grass at Heathrow, saving the lives of all aboard.

Yet one notorious airline CEO has used our profession as his latest free advertising stunt. He is suggesting that at least one of the professional pilots aboard could be replaced by a little more training for a member of the cabin crew! Although it never ceases to amaze me the way professional journalists 'fall' for such simple media attention grabbing tactics, nonetheless it caused me to think whether Europe has a real vision for the future of training in our profession.

On the one hand, the airlines are all seeking to reduce costs, and training is often seen as a legitimate target. There are fewer and fewer airlines who now train their crews in excess of the legal minimums, despite the enormous damage which a real accident can have on their business – particularly if it can be seen to have been caused by any lack of effort on the part of the airline.

So it is ever more important that the regulations – in Europe and beyond – require enough, quality training to ensure safe operations and professional airmanship under the even most challenging situations. Under no circumstances, should such regulations require superfluous measures and/or relax well-tested training requirements, which would bring the whole training regime into question. ECA is supporting the IFALPA-led Training

## Liberalising and Regulating Transatlantic Air Transport

**When ECA's President, Captain Martin Chalk, and ALPA International's President, Captain John Prater, addressed the International Aviation Club in Washington DC earlier this month, it was only the second time an ALPA President addressed the gathering of industry leaders this century, and the first ever European representative of employees to do so!**

Captain Chalk's message was that the EU-US Stage 1 and 2 Air Transport agreements are both successful and groundbreaking in many ways, yet they are not complete and will eventually fail unless they are followed up with complementary regulatory changes.

Civil aviation is an infrastructure industry, and no developed economy can survive long without us. Capt. Chalk suggested that although international air transport agreements have articles improving safety, security, competition, etc., their prime function is the protection of a population's access to vital aviation infrastructure. Economies which are not supported by strong communications infrastructure - including transport - are seriously handicapped.

Enabling the rest of the economy to communicate and trade must be appropriately regulated to ensure best service to the wider economy. From the Chicago Convention of 1944 to the creation of the EU single aviation market in 1997, aviation was very much a nationally regulated industry.

All national civil aviation systems previously had national civil aviation safety regulators; all had competition regulators, tax regimes, consumer protection, environmental and employment regulations. One of the assumptions which was true before 1997, but is no longer true, is that, e.g. airlines and their employees would know which regulations would apply to them. Yet since 1997 we have started to tear up that template and radically de-regulate our industry.

So the unique challenge for the negotiators of the EU-US 'open skies' agreements has been to preserve the vital role played by the various market regulators. They needed to ensure that the populations they served continued to have access to safe, secure, fair airline infra-

structure, whilst the barriers which had assured this through national provision were removed.

Captain Chalk argued that the new pattern of liberalised agreements has not yet secured this. The current situation favours the cowboy operators over reputable airlines as they play one tax system off against another, set one regulator off against another, promote a race to the bottom when it comes to consumer and employment protection and therefore start to undo all that has underpinned the development of democratic, stable, free societies based on trade.

***"Liberalised agreements must not favour cowboy operators over reputable airlines. They must ensure benefits to both employers and employees."***

The vision and courage of John Byerly of the US Department of State and Daniel Calleja of the European Commission, who led teams which achieved a lot in the face of significant political obstacles was recognised. As an example, he emphasised the particularly unique and innovative articles on employment and social regulation, which legally ensure that growth flowing from the agreements benefits employees as well as the consumer, rather than potentially destroying their livelihoods and the professions they serve.

In conclusion, the call went out to address the need for appropriate tools. Tools which allow reputable airlines to operate to a clear, unduplicated set of rules on safety, security, competition environmental and consumer laws and deny the cowboys the ability to slide anti-competitively between the cracks. Tools to allow employers to have a clear, balanced ability to negotiate and agree changes to terms and conditions for employee groups which allow the airline and its shareholders, passengers AND employees *all* to benefit from the improved market access.

The alternative is the progressive loss of control over a vital slice of Europe's infrastructure! ■

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Workshop in Paris on this question, next month, and will be active in the deliberations which will follow to modernise policy in the area.

If we as professional pilots cannot set the vision for efficient, effective and safety-oriented training – both at the entry to the profession as well as throughout our careers – then someone else will. Undoubtedly to both our and the passengers' detriment! ■

## ECA 2011 Technical Seminar

The 2011 ECA Technical Seminar, aimed at European pilots, will take place on 23 & 24 February 2011, in Brussels. Please, note the date in your agendas! More information will follow.

## Next Meetings

- 14-15 Sept.:** ECA Security Working Group, Brussels, BE
- 14-16 Sept.:** EASA ADR.002 Task, Cologne, DE
- 15 Sept.:** EASA ECAST, Cologne, DE
- 16 Sept.:** EASA Advisory Board, Cologne, DE
- 16 Sept.:** EASA Safety Advisory Committee, Cologne, DE
- 17 Sept.:** ECAC FAL Cargo, Paris, FR
- 21-22 Sept.:** EASA OPS.055, Cologne
- 21 Sept.:** ECA Helicopter Working Group, Brussels, BE
- 21 Sept.:** Social Dialogue, Brussels, BE
- 22 Sept.:** SAGAS meeting, Brussels,
- 22 Sept.:** ECA Industrial Working Group, Brussels, BE
- 23 Sept.:** ECA Transnational Airlines Working Group, Brussels, BE
- 28 Sept.:** ECA Flight Data Working Group, Brussels, BE
- 29 Sept.:** ECA SESAR Experts Meeting, Brussels, BE
- 30 Sept.–1 Oct.:** IFALPA Helicopter Committee, New York, US
- 1 Oct.:** EU-Canada Joint Committee, Ottawa, CA
- 4-6 Oct.:** IFALPA Security Committee, Buenos Aires, AR
- 5-6 Oct.:** ECA Air Traffic Management & Airports Working Group, Brussels, BE
- 12-13 Oct.:** ECA Executive Board Meeting, Brussels, BE
- 15 Oct.:** ECA Flight Time Limitations Working Group, 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 **38.650** pilots from 38 countries. For more information: [www.eurocockpit.be](http://www.eurocockpit.be).

## Adherence to Flight Level: File It, Fly It and Report about it!

**In a unique 2-day trial – at the end of September – all pilots in European airspace will be requested to use the cruising level filed in their flight plan as much as possible. The rationale behind is that daily more aircraft than foreseen enter protected sectors across Europe, despite regulations put in place to prevent ATC from receiving more traffic than the controller can handle safely. In 2009 one third of all ATFCM reported 'over-deliveries' were caused by differences between the actual FL (Flight Level) and the requested FL in the Flight Plan. This situation leads a lot of ANSPs to decide protective reduction of their declared traffic handling capacities which acts as a buffer to protect Air Traffic Controllers from overloads, but reduces the overall capacity.**

In the framework of the "Flight Plan and ATFCM Adherence Campaign" being executed by EUROCONTROL on behalf of ANSPs, it was therefore decided to organise two Flight Level Adherence Days across ECAC States. From 29 September 00:00 UTC until 30 September 2010 23:59 UTC, pilots will be asked to fly the cruising level contained within the filed ICAO flight plan submitted to ATC and not request other levels from ATC, except for overriding operational reasons, weather or emergencies. Following the trial, all stakeholders will be invited to consider the benefits and problems which may have arisen during the trial, and to plan further actions.

As a partner to Eurocontrol, ECA has agreed to inform our members about Adherence Days. At the same time, ECA has expressed some concerns about this initiative and consequently adopted a neutral position. It is ECA's view that his trial is not going to be effective as it stands since forcing or encouraging aircraft to stick to their Flight Plan (FP) level is adding a constraint, not freeing up the system. It takes away another tactical

tool available to professional pilots/controllers on the day. ECA has also pointed out that pilots not adhering to the FP suggested level is sometimes because the planner does not have all the information available to the pilot, as the plan has to be filed some time earlier. The reality of the load and fuel is sometimes different to the plan. The production of flight planning in the context of the current regulatory environment is a key issue and ECA strongly suggests that it is addressed by EUROCONTROL in consultation with all key stakeholders.

Pilots need to be heard and their operational experience is crucial. ECA therefore invites its members to provide post Adherence Day feed-back to EUROCONTROL in support of the reporting process online and in conjunction with their airlines by 7 Oct 2010.

For more details, please consult the Adherence Days website: [www.adherencedays.eu](http://www.adherencedays.eu). ECA's letter and EUROCONTROL's reply are accessible from this link. ■

## EASA Publishes its Proposal for Future Rules on Pilots' Licensing!

On August 27, EASA published its proposal for a new Commission Regulation on personnel requirements laying down Implementing Rules for Pilot Licensing. This marked the end of a long and labour-intensive EASA process including thousands of comments on the earlier proposal, which has been published in 2008, and culminating in EASA's final proposal being published with a 2 year delay.

The document, which will define and regulate all aspects of pilot training in Europe as of April 2012, is now in the hands of the European Commission and will follow the "Comitology" procedure with scrutiny (meaning that both Parliament and Council have the right of veto).

ECA has been involved from the outset in all the drafting and review groups. Our experts are currently checking the 200+ pages of the EASA text in order to establish those issues we would like to see addressed in the upcoming Comitology process. ■

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