



## Editorial



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ECA President

### **ECA - A Strong and Necessary European Voice**

- The new EU Accident Investigation Regulation is significantly better for air travellers, both crew and passengers, than it would have been without the strong stance taken by ECA and similarly minded organisations (see article elsewhere in CN).
- The 'inadequate' pilot fatigue prevention regulation, the so-called 'EU-OPS sub part Q' would have been imposed across all of Europe without the Day of Action organised by ECA last October right across the continent - ECA is currently fighting for EU fatigue prevention rules to be based on the latest scientific knowledge.
- The 'Open Skies' agreement liberalising the trans-Atlantic air transport market would have ignored the highly corrosive effects on the pilots' profession - had it not been for the effective stance taken by ECA, in concert with our American cousins.

These are just 3 of the myriad examples of how the working environment of the European Professional Pilot has been protected or enhanced by their representative body at European level, ECA.

ECA is the only European level voice for Professional pilots, representing close to 39,000 pilots from 38 European countries. This fact gives us the strength and coherence to ensure that our voice is not just heard, but cannot be ignored. A single voice, supported by democratic structures representing the largest single group of Professional Pilots anywhere in the world, and working within the Global IFALPA family which represents well over 100,000 pilots worldwide. ECA represents the collective wisdom and expert knowledge of one of the best trained and most

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## Understanding Cockpit Factors

**Despite statistics showing almost one runway excursion per week worldwide, pilots tend to think that it will never happen to them. In many cases, they are right. Some, though, will be exposed to a situation of an uncontrollable aircraft leading to a runway excursion. There are many reasons that can explain these events. Understanding that there is never one single reason for a runway excursion, but rather a combination of causal factors, will help pilots and air traffic controllers work together to avoid them.**

First, we need to consider the quality of performance parameters. Some are accurate (aircraft weight, fuel load, runway length), while others are unreliable (braking efficiency, wind, runway friction). All these parameters determine the braking performance of the aircraft and therefore adverse or inaccurate variables will increase the risks of runway excursions.

One particularly important parameter is the surface condition. Indeed, just like roads, a wet, slippery, moist runway will decrease the braking capacity of the aircraft and this, combined with, for example, a short runway, can easily lead the aircraft to drift off it. Wind and vortices are also important. For instance, a wind shift during the approach will make it more difficult for pilots to make a stable approach.

In addition, there are several bad - but usual - practices. The restrictions on the use of reverse thrust for environmental reasons increase the brake temperatures and thus decrease the braking performance. Also, in order to avoid discomfort

for passengers, pilots are encouraged to perform soft (and thus possibly long) landings, which increases the chances of an incorrect flare followed by floating. This, combined with adverse parameters, can lead to a runway excursion.

With numerous factors explaining the unfavourable statistics, it is crucial that pilots, air traffic controllers and rulemakers understand them, in order to better mitigate the risks. Pilots need to be correctly informed of the parameters to take the appropriate decisions. Air traffic controllers have to understand the characteristics of a stable approach and allocate the runway accordingly. Finally, rulemakers have to accept that adequate margins are essential to cover for the imperfections of the theoretical system. It is only by working together that we will eventually succeed in decreasing the number of runway excursions. ■

***“Just like roads, the condition of the runway determines the braking performance of the aircraft and therefore the risk of a runway excursion will be more or less high”***

*Based on an article by Capt. Rob van Eekeren: for the full version of this article, go to: <http://www.eurocockpit.be/stories/20101014/understanding-cockpit-factors>*

## New EU Air Accident Investigation: A First Step

**After tough negotiations with the EU Council of Ministers, the European Parliament voted a new EU Accident Investigation Regulation, in late September. Unfortunately, this compromise text fails to provide for strict independence of accident investigations from judicial ones and to protect sensitive safety information - two crucial preconditions for preventing accidents and loss of life in future. These were also the two key demands of ECA during the past year.**

However, the newly-adopted regulation contains a number of good new elements. The "Just culture" principle is mentioned for the first-time ever in a piece of EU legislation. The pilots' community is a strong promoter of this principle, which guarantees that aviation professionals can report and testify without fear of litigation and sanctions and hence makes it far easier to learn from past incidents to prevent future accidents. The regulation also provides for a 'non-regression clause' allowing Member

States to limit the cases in which safety information can be shared with the Judiciary. This will allow countries to maintain stricter national protection requirements.

A completely new element are 'Advance Arrangements' between the Accident Investigation Body and the judiciary authorities. Such arrangements must be created in each Member State, covering subjects such as access to the site of the accident and the appropriate use of

professional group of workers – not just in our industry, but in any: which other profession willingly undertakes at least 6 days of training and checking every year to continually prove their competence? Our language, health and attitude are all regularly trained and checked!

Solidarity and unity means that Management of Airlines cannot ignore their most influential group of employees (see the article re. Malév pilots elsewhere in CN). Solidarity and unity means that regulators and legislators will hear the collective requirements of the Profession to organise, agree and enforce collective agreements at the most appropriate level – or it will be the solidarity and unity which will force them to listen.

For a safe flight, for the professionalism of pilots and for the ability to negotiate with our employers – solidarity and unity are our best friends. ■

safety information, etc. Pilots, as safety professionals, intend to make the most of this tool and ECA members will strive to be closely involved in the development of such arrangements at national level to promote a safety-oriented approach. Last but not least, the regulation is to be reviewed no later than 4 years after its entry into force, opening the door for further improvements within a relatively short time.

Achieving ECA's goal of a clear-cut inde-

pendence of safety investigation from prosecution – and the related solid protection of sensitive safety data – was an ambitious goal and the new regulation can only be a first step. Increasing mutual understanding between aviation professionals and judicial authorities is a major challenge in front of us. The upcoming revision of Occurrence Reporting Directive is another one. And pilots know that they can count on the determination of the European Parliament to defend a pro-safety stance in the future. ■

## Solidarity & Dialogue: the Key to Success

**On 13 September, a successful warning strike by Malév pilots put an end to an unlawful situation that was on the verge of leading to highly undesirable consequences on aviation safety and working conditions. Once more, solidarity among pilots proved to be the only key able to reopen communication with Malév Management. ECA welcomes the decision of the airline to agree on a Collective Labour Agreement (CLA) and reiterates that any successful company must be based on a strong, trusting and transparent relationship between union representatives and management.**

Following the re-nationalisation of the company in March 2010, and termination of their CLA, Malév pilots were not able to negotiate new terms and conditions with their management. As the airline had been operating without a CLA, making unilateral decisions on the rules to be implemented, HUNALPA (Hungarian Pilots' Association) appealed to the Civil Aviation Authority and the Court of Justice, but both denied them their collective rights of negotiations.

Despite these drawbacks, Malév pilots remained united and organised a well-followed warning strike on 13 September, which led Malév to agree a 6-month CLA, valid until March 2011.

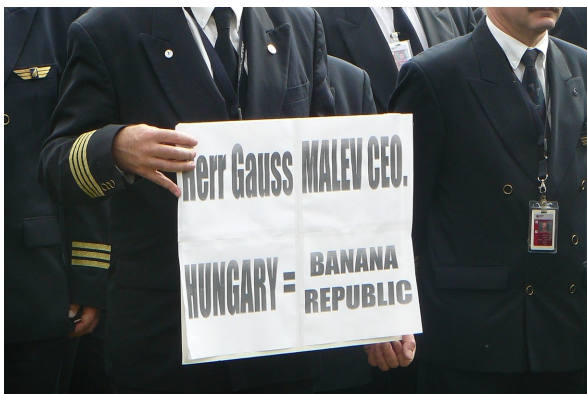
This demonstrates – yet again – that unity and solidarity among pilots can achieve good results.



Malév Pilots' Warning Strike, 13 Sept. 10

ECA welcomes the decision of Malév management to sign this agreement and encourages it to continue on the same path in order to reach a balanced and fair CLA in March 2011. ECA is convinced that commercial success and high safety standards in the aviation business can best

be achieved by an open dialogue between management and the representatives of their most committed category of staff: pilots! Good people management practices are a necessary foundation of a successful company. At the same time, national authorities must ensure a stable and strong legal framework to guarantee the implementation of European and National legislation, to ensure CLAs are respected, and to encourage social partners to work together! ■



### Next Meetings

**14 Oct.:** SESAR Joint Undertaking Quarterly Meeting, Brussels, BE

**15 Oct.:** EHSIT Regulatory Specialist Team, Cologne, DE

**18-19 Oct.:** Social Dialogue Steering, Brussels, BE

**18-19 Oct.:** EASA Human Factors Advisory Group, Cologne, DE

**18-19 Oct.:** ECAC Training Task Force, Brussels, BE

**20-21 Oct.:** IFALPA Legal Committee, Istanbul, TR

**20 Oct.:** BALPA Technical Symposium, London, UK

**20-21 Oct.:** EASA Conference on Authority Requirements & Organisation Requirements, Cologne, DE

**20 Oct.:** EC Aviation Platform, Brussels, BE

**25-29 Oct.:** IFALPA Training Symposium, Paris, FR

**26-27 Oct.:** European Aviation Summit, Bruges, BE

**27 Oct.:** European Action Plan for the Prevention of Runway Incursions—Safety Assessment, Brussels, BE

**02-05 Nov.:** International Aviation Safety Seminar, Milan, IT

**05-06 Nov.:** IFALPA Air Ground Environment, Buenos Aires, AR

**08-11 Nov.:** IFALPA Accident Analysis & Prevention, Jamaica

**08-10 Nov.:** EASA ADR.002 & ADR.003, Cologne, DE

**10-11 Nov.:** IFALPA Industrial Committee, Vancouver, CA

**15-17 Nov.:** IFALPA Human Performance Committee, Hong Kong

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](http://www.eurocockpit.be).

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