



Editorial



Nico Voorbach
ECA President

Is Aviation more Secure now?

Since 1999 I have been involved in aviation security and since that time one of the names of the most wanted terrorists has been Osama Bin Laden. After the terrible attacks of 11 September 2001, he and his network have attracted not only the attention of the world's intelligence services, but also of aviation security experts around the globe.

When I remember how the aviation world was before 9/11 we have seen many significant changes. Just to mention some: reinforced cockpit doors, in-flight security officers, body scanners, liquid scanners, passenger behaviour recognition, etc. – all designed to protect the aviation sector and the travelling public from terrorist attacks. Now that Osama Bin Laden is dead, does it mean we will not need them anymore? Is the aviation more secure now and can we go back to a "normal" situation?

Unfortunately not. Many terrorist groups in the world, related to or inspired by El Qaeda still see transport networks – and in particular aviation – as the main target to cause maximum harm and generate maximum attention. Since 9/11, the world has irreversibly changed, so we have to remain vigilant and continue to protect ourselves against terrorism.

Another thing that strikes me as strange is that in aviation security we seem to strive for 100% security. No security-related incidents or accidents are allowed and no one should die because of any. How different this is in aviation safety. Here it looks as if we can accept a certain amount of incidents or accidents. The problem is that we observe that safety margins are stretched further and further – all too often apparently based on the commercial interest of the airlines or other industry players.

An example of this is pilot training, where

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Preventing Runway Incursions – a Completed Renewed EU Action Plan

On 1 May, EUROCONTROL published the revised version of its European Action Plan for the Prevention of Runway Incursions, the so-called "EAPPRI 2.0". It makes important recommendations to help reduce runway incursions in Europe – a figure that has been increasing. Having been closely involved in the drafting of this document ECA calls on pilots to take note and contribute to make runways a safer place.

Questionnaire to Pilots

To make things more concrete, a few questions for pilots. Would you:

- | | |
|--|---|
| 1. taxi out, without knowing the relevant airport specifics, having planned the ground operations, without a valid airport chart or with a crew not trained or familiar with the aerodrome signage? | <input type="checkbox"/> Yes
<input type="checkbox"/> No |
| 2. allow crew to cross red lights, cross a runway without clearance or enter the runway when not ready for take off or take-off or land without being sure that clearance has been received? | <input type="checkbox"/> Yes
<input type="checkbox"/> No |
| 3. continue taxiing when performance has to be calculated, when aircraft checks still have to be performed, when airport charts have to be found, when not completely sure on the taxi clearance or when a communication breakdown has occurred, in order to save time and money? | <input type="checkbox"/> Yes
<input type="checkbox"/> No |
| 4. accept or request an intersection take off when checks or performance calculations are still to be made, accept a rapid EXIT taxiway for departure while taxiing or accept that only one pilot is concentrating on taxiing while the other one(s) are doing something totally different e.g. public address, checks and/or performance? | <input type="checkbox"/> Yes
<input type="checkbox"/> No |
| 5. not inform ATC when not sure of position or when more time is needed on the runway? | <input type="checkbox"/> Yes
<input type="checkbox"/> No |

Probably all of the "No" tick boxes have been marked. However a comprehensive study revealed that at least one of these crew-related factors played a major role in all runway incursion accidents and incidents.

If the major causal factors are known and established, why is the number of reported runway safety incidents still rising? One explanation could be that the willingness to report runway safety incidents has increased, whilst the number of accidents decreases. That would mean that there has been a shift from very serious incidents (class A), via serious incidents (class B) to minor incidents (class C or D). Unfortunately that is not the case – a reason why new actions are required.

This is exactly the aim of EAPPRI 2.0's new guidelines, released on 1 May.

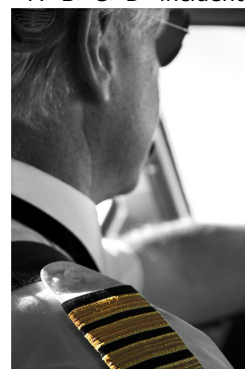
The good news is that with the EAPPRI 2.0, not only are crews, air traffic controllers and vehicle drivers held responsible; but now the airline operators, the national service providers, the airports and other organisations also have to be compliant. This is a major shift from an individual to an organisational approach – a shift ECA has strongly supported and advocated.

Since the Milan Linate runway incursion accident in 2001, ECA has worked with EUROCONTROL and other stakeholders on reducing the risk of these accidents, leading to the publication of the first EAPPRI in 2002. The goal at that time was to set some best practice that would quickly

help reduce the risks. This included an awareness-raising campaign, setting up local runway safety teams, collecting data, and issuing concrete recommendations for all persons involved.

A lot of these goals have now been achieved. But in the last decade, new viewpoints and insights have come into play, reason why the EAPPRI 2.0 has been developed. The many practical guidelines are designed to decrease the number of serious incidents. Once this has been achieved the next step can be taken: reducing the number of minor incidents.

Thus fellow pilots: Let's take up the challenge and make a shift from A>B>C>D incidents and eventually to



Zero possible, without another major runway safety accident! Study the recommendations and spread them among your colleagues, use them in the work of you Local Runway Safety Teams and help improve runway safety! ■

By Capt. Rob van Eekeren

Please do not hesitate to contact ECA for any clarification or input you might have.

For the action plan see: <http://www.eurocontrol.int/runwaysafety/>

standards are under constant strain from commercial interests – with potentially harmful consequences for future aviation safety. As you can read elsewhere in this edition, pilots are concerned about this trend. In response they have now defined an international pilot training standards (IPTS) that should guide operators, regulators and political decision-makers in Europe and elsewhere. Another example where safety does not seem to be Europe's first priority is pilot fatigue and the new proposal by EASA on Flight Time Limitations.

But on aviation security no compromises are allowed. Here everything is done to prevent any possible accident and incident. No exceptions allowed, even if the measure is absurd, like not allowing pilots to take potentially dangerous tools into the cockpit while being trusted to fly the aircraft – and fly it safely from A to B.

I wish you all safe and secure flights! ■

Pilots: Flight Managers or Aviators?

Pilots are concerned. Concerned about the level of training they will get in future. Read 'level of training' as meaning both quality and quantity, because both are under pressure. Add to this the challenge to cope with the ever increasing automation on the flight deck. Key questions therefore arise: shall we train pilots to understand what the plane is doing and teach them to simply "manage" the airplane? Or shall we train pilots to be able to really fly the plane using the so-called "stick and rudder skills" used since the dawn of aviation? The answers will shape the future aviation safety level. To shape these safety levels – and considering themselves as part of the solution – pilots have issued a common global view on training: the IFALPA Pilot Training Standard (IPTS), released a few weeks ago.

So, what is the answer to the key question if a pilot is a manager or an aviator? The answer is simple and complex at the same time: a pilot has to be both a flight manager and an aviator. The pilot needs to be able to switch between both skill sets – flight deck management skills and core "stick and rudder" flying skills – as the circumstances require. Pilots must be able to think "outside the box", i.e. be trained for non-linear, unpredictable and undefined events.

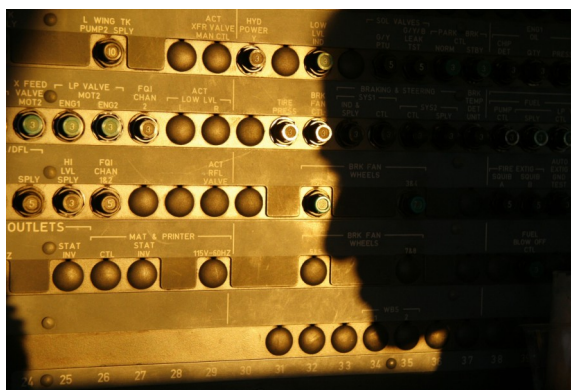
Based on this observation, a training scheme can be developed to bring someone with no flying to a proficiency level that embraces both skill sets. But, once we have trained a new pilot up to that skill level, the next challenge arises: how to continue training the young first officer throughout their career, so they can keep and improve their skill set whilst at the same time mastering the ever increasing complexity of technology and automation?

The pilot answer is reflected in the IPTS, issued in March 2011 and which defines IFALPA's position on the future of pilot training. The IFALPA position sets out the factors that that are fundamental for pilot training starting from the initial selection process up to the enhancement of the pilot skills throughout a career. ECA and its members' training experts have actively contributed to establishing the IPTS and a Manual is now under development that will describe the details (for more information see: <http://www.ifalpa.org/downloads/Level1/IFALPA%20Statements/Licensing/11POS04-The%20Future%20of%20Flight%20Training.pdf>).

The pilot profession is under pressure, not only because of the training challenges mentioned above but also because various stakeholders are exploring how to make training less time-consuming and thus less expensive. Less time needed to train a new pilot means more pilots can be trained in the same time which is helpful to cover for the predicted shortfall in pilots over the next decades. And less training for pilots during their career makes them more productive (i.e. more flying hours during commercial operations) and eliminates part of the expensive training cost. But let's not fall in the trap of a purely cost-driven approach that could easily compromise aviation safety. Enough training both in quality AND in quantity, needs to be provided from day 1 when a candidate enrolls to become a pilot, right up to the day of retirement.

Pilots are the first to ask for adequate, sufficient and meaningful training. Why? Because they know from firsthand experience that only a well trained pilot is able to guarantee the safety of a flight. So, let's not nibble on training, and rather strengthen training programs so they are scaled up to what we need for our industry and passengers: safe flights – even under the most demanding circumstances. ■

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Picture by Ariel Shocrón

Next Meetings

- 17-19 May:** EASA OPS.055 Review Group, Cologne, DE
- 17-19 May:** EASA Aerodrome Rule-making Tasks, Cologne, DE
- 19-20 May:** ECA Executive Board, Brussels, BE
- 19 May:** Liaison Forum, Brussels, BE
- 23-26 May:** IFALPA Safety Seminar & Accident Analysis and Prevention Committee, Haarlem, NL
- 24-26 May:** ICAO Global Runway Safety Symposium, Montreal, CA
- 24-25 May:** EASA Safety Standards Consultative Committee, Cologne, DE
- 24-25 May:** EU-Israel Negotiations, Tel Aviv, IL
- 26-27 May:** EASA FCL Partnership Group, Cologne, DE
- 31 May:** ECA Training, Licensing & Operations Working Group, Brussels, BE
- 7 June:** ECA Executive Board, Brussels, BE
- 7-8 June:** European Helicopter Safety Team, Cologne, DE
- 7-8 June:** EASA EHFAG, Cologne, DE
- 7-9 June:** EASA OPS.055 Review Group, Cologne, DE
- 8 June:** EASA Advisory Board, Cologne, DE
- 9 June:** Social Dialogue Plenary, Brussels, BE
- 14-16 June:** EU-US Safety Conference, Vienna, AT

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.

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