



## Editorial



**Nico Voorbach**  
ECA President

### 'Piloting Safety'

This month has been one where we as ECA were able to once again highlight our slogan that drives our daily work here in Europe: "Piloting Safety".

First there was the EU-US Aviation Safety Conference in Vienna. ECA made presentations on three safety issues: Pilot Training, Fatigue Risk Management, and Atmospheric Hazards, as you can read in the article in this Cockpit News. Since ECA is active through our experts in dozens of working groups of EASA and many other EU aviation bodies, our representatives are requested as leading experts on almost any subject related to safety. It was very clear that due to the hard work and commitment of our expert volunteers we can make an impact – and even make the difference.

In addition, we had our first kickoff action – aimed at EU Transport Ministers and the general public – to change the current EASA NPA-proposal on Flight Time Limitations (FTL). It was great to see that almost 100 pilots used their days off to come to this event, in Luxembourg, to demonstrate for safe science-based FTL rules. Thanks to the good work of the ECA staff, our Luxemburgish member ALPL and the local union LCGB it was a great success. The EU Ministers and their staff's attention was drawn to our commitment to aviation safety. After the demonstration leaflets were distributed to the surrounding public and in a nearby

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## Safety, N° 1 Priority!

This was the slogan declaimed by some 100 pilots from all over Europe, to wake up the EU Transport Ministers as they were entering the LuxExpo building where they were meeting for the EU Transport Council on 16 June in Luxemburg. The demonstration, organised by ECA, was aimed at raising awareness about the threat pilot fatigue poses to the safety of passengers, with 15-20% of fatal air accidents having fatigue as a contributing factor. ECA calls the EU institutions to revise their proposal for future rules on pilot fatigue in line with available scientific evidence.



Already in October 2009, ECA and its 38,650 members had raised their concerns during an EU-wide action day, after which a process was launched at EU level to draft new rules on pilot fatigue. More than two years and a half have passed and ECA regrets to see that the airlines' strong stance against safe and science-based pilot fatigue rules has been successful. Indeed, the current proposal (developed by the European Aviation Safety Agency – EASA) is immature,



sets safety standards well below global best practices and disregards decades of scientific evidence.

In front of the Ministers and the media, European pilots expressed their common concerns, requesting the EU Transport Ministers ensure the current proposal is changed in line with science and that the safety of European air passengers is safeguarded. Information leaflets were distributed to the public and a Press Conference was held, where Nico Voorbach, ECA Presi-



dent, stated that "Europe has a unique opportunity to come up with FTL safety standards at the highest level, based on scientific and medical knowledge. The bad news, however, is that the EU is going in the opposite direction."

ECA has always supported EASA in its difficult task of harmonising civil aviation legislation at EU level. But its proposal as it stands will lower safety standards in many EU countries. We therefore hope that this first "wake-up call" will generate the necessary political will for a revision of the proposal in line with scientific evidence. ■

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shopping mall – which showed the great interest of the general public in air safety.

As we are trying hard to convince the European Commission and other EU Institutions about the importance of safety it was a bit disappointing to receive the Commission's White Paper on Transport. The goal of competitiveness (and resource-efficiency) dominates the Commission's vision for the future of the air transport sector. Safety is mentioned but does not seem to be at the center of their vision for 2050. Whereas we need a competitive and resource-efficient air transport industry, the glue that will hold it all together – especially in times of deep technological, operational changes and regulatory changes – is safety. Our industry will neither be competitive, nor sustainable if it is not first and foremost a safe industry.

With Europe being only the 3<sup>rd</sup> safest aviation region in the world, with EU safety levels no longer improving recent years, and with air traffic expected to grow significantly over the next 15-20 years, a lot of work still remains to be done. But we are convinced that our commitment together with our expertise can help make Europe the safest aviation region in the world. ■



Nico Voorbach and Siim Kallas

## Next Meetings

**24-26 June:** IFALPA ATS, Berlin, DE

**27-29 June:** IFALPA ADO, Belgrade, RS

**28-29 June:** ECA Conference, Brussels

**29 June—1 July:** IFALPA HUPER, Belgrade, RS

**5-7 July:** EASA ADR Meetings, Cologne

**12-14 July:** ECA Executive Board Meeting, Brussels, BE

**18 July:** 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 **38.600** pilots from 38 countries.

## Pilots contribute to the EU/US Safety Conference

**From June 14 to 16 the aviation community gathered in Vienna on the occasion of the 2011 Europe/US International Aviation Safety Conference. The general conference theme was "Enhancing Global Aviation Safety – Future Challenges". ECA presented on three of these challenges: fatigue, training and atmospheric hazards.**



**A**s the main annual safety conference organised by EASA and the FAA, it goes without saying that the pilot's voice has to be part of the debates. To set the scene, IFALPA was part of the key note panelists. Georg Fongern, IFALPA's Executive Vice-President, addressed the place of the legislator in aviation safety and the need for industry to remain human-centric. ECA was on the panel of three workshops presenting our concerns on some key topics.

**G u s t a v o**  
Barba, ECA's  
co-chairman  
of the FTL  
W o r k i n g

Group, gave the audience a 'wake-up call' in relation to fatigue management. The safety case shows that fatigue has been the probable cause to accidents and severe incidents, even though the flights have been completed within the provisions of existing regulations. So when amending the rules that govern flight times, these amendments should be dictated by a uniform science-based approach to fatigue-related risk identification and mitigation. It is a not-to-be-missed opportunity for safety agencies to provide a reduction in fatigue-related accidents and incidents.

Régis Fusenig, ECA co-chairman of the Flight Data working Group and former ECA Technical Director, spoke on two

subjects. In the workshop on atmospheric hazards, he addressed the safety consequences of encountering ice crystals during cruise. Ice crystals are a meteorological phenomenon not fully understood yet. In addition the current defence systems are poor as detection by radar is difficult. Régis provided the audience with the signs and effects of ice crystal formation. Whilst waiting for new tools to inform

the crew of the presence of ice crystals, the main proactive approach to stay out of trouble is to avoid areas

with potential ice crystal formation.

The second workshop where Régis presented dealt with training of aviation personnel and more specifically how to implement competence and evidence based training (CBT/EBT) as used in pilot training to other sectors. Régis highlighted that the CBT/EBT principles are indeed sound but only if all conditions for a correct implementation are present. There are pitfalls which absolutely need to be avoided or CBT/EBT will lead to the opposite of what it was designed for: degrade training instead of improve training. ■

All presentations are available on <http://easa.europa.eu/conf2011/>

**ECA showed its commitment to aviation safety by contributing to three panels on key safety topics at this important EU-US safety event which attracted close to 400 participants.**

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