



Editorial



Nico Voorbach
ECA President

20 Years ECA

One of the highlights of this year's General Assembly meeting in November was the celebration of

ECA's 20th anniversary. For this occasion we invited all previous Presidents, Secretary Generals and thanked them as well as our many volunteer experts and our Member Associations for their support and work that made it possible to be where we are today.

We started in 1991 with 1st President Roger Mulberge from BALPA and 12 Member Associations. We are now 38 Member Associations and more than 38.500 pilots. In 2006, ECA was re-structured and became the European body of IFALPA. It made me feel humble to see what the 'pioneers' did in the early years. Unfortunately, we still face some of the same challenges.

Already at the beginning, pilot fatigue and Flight Time Limitations was one of our main concerns and we had European action days on this important safety issue in 2003, 2009 and again this year in June. But still a lot of progress is made to obtain safe, science-based FTL rules that protect passengers and crew against the safety risks of pilot fatigue. With the support of all our Member Associations, their pilots and the ECA staff we can – and will – make a difference!

During this General Assembly we showed how the current ECA Executive Board sees the future of ECA. This also included the adoption of a new visual identity for ECA and we are convinced

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EU Accident Investigation – ECA Provides Solutions

In 2010, the European pilots' community was very active all along the legislative process which led to the adoption of the new EU Accident Investigation Regulation. A clear-cut independence of safety investigation from prosecution and the related solid protection of sensitive safety data were the two key demands of ECA. After having contributed to this new Regulation, today ECA makes a further contribution to enhancing aviation safety: a template Advance Arrangement for the coordination between safety investigators and the judicial authorities.

During the legislative process last year, ECA repeatedly stressed that the sole objective of any accident investigation is to understand what happened and why, in order to improve aviation safety, without apportioning blame or liability, as stated in Annex 13 of the Chicago Convention. Together with air traffic controllers, pilots pushed strongly for a safety-oriented approach. But the legalistic position of Member States prevailed and resulted in a far less ambitious piece of legislation than would have been required to enhance safety.

However, the new EU Regulation 996/2010 provides some positive elements, in particular the legal requirement to set up 'Advance Arrangements' between the Accident Investigation body and the judiciary authorities in each Member State.

From the very beginning it has been pilots' firm belief that such Advance Arrangements, covering key aspects of any accident investigation – such as the appropriate use of safety information – can be a powerful tool to improve aviation safety. Accident investigators should be able to obtain in confidence the information necessary to find the factors which contributed to

accidents and to make well-informed safety recommendations to avoid future accidents. But this cannot be achieved if pilots or controllers are frightened of being prosecuted based on their safety testimony. An upstream dialogue between judicial authorities and safety investigators can usefully contribute to avoiding such a harmful situation.

That is why ECA and IFATCA developed a joint template for such Advance Arrangements. It was released very recently and first presented to the European Civil Aviation Confer-

ence's expert group on accident and incident investigation. Key principles such as the right to non-self incrimination, the right to privacy and due process or mutual consent were used to produce this document, which is now available to all interested parties.

Increasing mutual understanding between aviation professionals and judicial authorities is a key ingredient to improve aviation safety. Advance Arrangements can be a useful enabler to progress in that direction and are an opportunity for each Member State to move things forward. ECA and IFATCA are willing to play their part and their new template is a concrete further contribution to making tomorrow's aviation safer. ■



this will further enhance the professional recognition ECA has and deserves.

Further in this month's Cockpit News you can read about the 'Advance Arrangements' related to accident investigations that have to be set up in every EU country. We see that sometimes the investigations are delayed or compromised by the judicial system in some states. The EU Institutions acknowledged this by requiring that Advance Arrangements between the judicial system and the accident investigation board must be in place in every European state. ECA prepared a 'template' that can be used as a model by the regulators anywhere in Europe. Using this template as a basis will make sure that accident investigations will be undertaken efficiently and that safety information provided by pilots and other safety professionals will continue to be available to enhance aviation's safety records.

I would like to end by stating that celebrating our 20th anniversary made me proud to be part of ECA. Looking at our milestones and our history shows that ECA has been – and will continue – fighting for aviation safety in Europe and the rights and conditions of our members.

To all of you a Merry Christmas and all the best for 2012 – which will be a decisive year for Europe's aviation safety! ■

Next Meetings

5-6 Dec.: European Helicopter Safety Team, Cologne, DE

7-8 Dec.: EASA Rotorcraft Symposium, Cologne, DE

6-8 Dec.: IFALPA Aircraft Design and Operations Committee, Bahamas

13 Dec.: SESAR Joint Undertaking, Brussels, BE

14-15 Dec.: ECA Executive Board Meeting, Brussels, BE

24 Dec.–2 Jan.: ECA Office closed

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.

Body Scanners – just another Tool

On 14 November, the European Commission added the use of security scanners to the list of authorised screening methods. The restrictions on their use very much reflect ECA's concerns.

ECA has put a lot of energy in explaining to EU decision-makers why it is important for flight crew and frequent flyers to avoid screening measures that have not been proven safe for health. Furthermore ECA had strong concerns over privacy issues related to the processing and the storage of images captured. The European Parliament and the Commission who share these concerns have stressed the need to protect the health and fundamental rights of crew members.

As a result, this new rule excludes any form of technology using ionising radiation. Airports who had installed

such technologies will remove them progressively. Additionally, passengers and crew can ask for alternative security methods or pat-downs instead.

This is a first step for ECA. However pilots are trusted professionals, they are the security officers on board the aircraft and should therefore be subject to random screening only. This would avoid them unnecessary hassle and stress before taking up their flight duty. A common EU-wide Crew Identification Card, based on biometrics and thorough background checks, would be the answer and ECA will continue to strive for such a EU-wide initiative. ■

ECA General Assembly: 20 Years Piloting Safety



This year's General Assembly (24-25 November) was again an important milestone in ECA's history. With the participation of Matthew Baldwin, the EU Commission Director for Air Transport, it was the occasion for ECA members to celebrate our 20th anniversary: 20 years of defending the interests of pilots at European level; 20 years of contributing to improving European aviation safety; 20 years of piloting safety! This celebration was accompanied by important decisions, such as the adoption of a new visual identity for ECA (to be launched early 2012) and the elections of new Board Directors.

On the first day, ECA was honoured to welcome Matthew Baldwin, who stressed the importance of ECA's contribution to aviation safety in Europe. He reiterated the European Commission's commitment to ensure Europe becomes the safest region in the world and that safety would always have priority.

On the second day, ECA members elected two new Board Directors and reelected three of them. Francis Nardy (France) stepped down from his position as Technical Affairs Director to

take up the role of Vice-President. He was replaced in his position by Burkhardt Pete Kaumanns, from Germany. Philippe Benban (France) was elected as Professional Affairs Director; whilst Álvaro Gammicchia (Spain) and Odd Haugsbak (Norway) were re-elected as Technical Affairs Director and Admin & Finance Director, respectively. The ECA President warmly thanked Carlos Salas and Luis Bento for their commitment and work in the ECA Executive Board for the last two years. ■

Cockpit News, December 2011
Email: eca@eurocockpit.be
Website: <http://www.eurocockpit.be>
Tel. (32 2) 705 32 93

European Cockpit Association
Rue du Commerce 20-22
B-1000 Brussels, Belgium
Fax. (32 2) 705 08 77

