



Cockpit News

A Major Step Against Social Dumping in Air Transport

Under a new set of EU-wide rules adopted by the European Parliament, on April 18, unscrupulous airlines will no longer be able to evade social security obligations in the countries where they base their air crew. The new law will open the way for all European pilots and cabin crew to pay their social security in the Member State where they have their 'home base', independently of the airline they work for. By doing so, the EU closes a legal loophole which distorted competition and led to social dumping.

Today, the vast majority of pilots pay social security in the country where they are based. However, some airlines have been using, for many years, a loophole in the law allowing them to place air crews all over Europe and to pay social security, not where the crews actually work, but in the place where the company has its headquarters. Hence, pilots working in the same base (airport) pay different social security: the majority paying it in the country they are based, but some in a different country – typically where such social contributions are much lower.

The new law will put all pilots, employed or self employed, working for a low cost or a traditional carrier, on the same footing. They will all pay social security in the place from where they usually start and end their duties, i.e. in their home base.

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Nico Voorbach, President

The Right to Strike

Although pilots like their work and profession a lot, are actively involved in their respective airlines, know that especially during difficult economic times their airline needs their support, sometimes they have no choice but to put pressure on their employers. The ultimate pressure can be placed by organising a strike.

Although we all know that this will also hurt our passengers, sometimes it is the only possible way out, for example when all other means of dialogue and negotiations have failed to achieve a mutually satisfactory outcome. For this reason, in Europe and beyond, there is the fundamental right of collective action. It has been

Crew Fatigue - Join the Action!

On 14 May, pilots and cabin crew from across Europe will gather in front of the European Aviation Safety Agency (EASA) building (Ottoplatz 1, Cologne, Germany) to explain to EASA their concerns about its future rules on flight time limitations. Join the action! For more information and for registration, please contact pilotfatigue@eurocockpit.be and visit our [website](#).

Airport Safety – Pilots' Involvement is Key!

30 April was the deadline for stakeholders to send their comments on the proposal by the European regulator (EASA) for future EU rules on aerodromes. ECA's safety experts analysed the text and made extensive comments to help improve the rules. Among the main comments, we stressed the need to ensure full pilot involvement at airport level in all decision-making processes as well as the need to better balance between soft law and hard law.

Overall, EASA's proposal is a transposition into European rules of Annex 14 of ICAO – the International Civil Aviation Organisation) – that sets the safety standards and recommended practices for airports. This transposition was an opportunity for EASA to go beyond and improve the current worldwide rules by setting a higher safety standard in Europe. But the Agency has not been that ambitious and restricted itself to some small improvements compared to Annex 14.

To ensure the new European rules are properly implemented and can develop their full safety potential, ECA strongly believes that pilots – being the actual users of aerodromes and their runways – must be involved in all relevant decision-making processes at airport level. They have a specific operational expertise and experience that few others have. They know the airport they are based at, they know its deficiencies and they can advise on how to mitigate the risks. Without such involvement, the 'soft law' approach chosen by the Agency would become very challenging to handle. We

shown in the past that due to national and European legislation, this fundamental right could not be exercised. For this reason the European Commission recently adopted a legislative proposal, the so-called "Monti 2" Regulation. This was intended to clarify how the fundamental right to strike has to be seen in the context of the EU's economic freedoms.

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hope EASA agrees on the importance of these comments and we look forward to seeing them reflected in the future revised proposal.



Next Meetings

21-23 May: IFALPA Accident Analysis and Prevention, Warsaw, PL

21-22 May: EASA Task on HEMS & EMS FTL, Cologne, DE

21-22 May: EASA Conference on Future Aerodromes Rules, Cologne, DE

24 May: SAGAS meeting, Brussels, BE

24 May: EUROCONTROL Runway Excursions Prevention, Brussels, BE

29-31 May: ECA Executive Board Meeting, Brussels, BE



The European Cockpit Association is the representative body of European Pilots' Associations. Based in Brussels, ECA represents over 38.000 pilots from across Europe.

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