



Cockpit News

Who Flies Iberia Express – Not Yet Solved

In October 2011, Iberia decided to launch a new subsidiary - Iberia Express - employing new pilots outside of Iberia mainline Collective Labour Agreement. It did so even though SEPLA – the Spanish pilots' association – had made alternative proposals which would have saved more money than the setting up of a new subsidiary. Once the company started flying in March, SEPLA reacted to Iberia's deliberate attempt to split the pilots of a same airline group. Following a four-month industrial conflict, the Spanish Government intervened to arbitrate the disagreement – a step that had been welcome by the pilots. However, it seems that Iberia does not want to respect the arbitration.

The outcome of the arbitration is categorical: Iberia has the right to create a new company, but equally Iberia mainline pilots have the right to work for this new company – as in any subsidiary that might be created in future.

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300+ Air Crew Demonstrate in Cologne... but Are not Heard!

On 14 May, over 300 pilots and cabin crew

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Nico Voorbach, President

Pilots Standing Together

In May, ECA, together with the European Transport Workers' Federation (ETF) organised a demonstration in Cologne to show EASA our concerns on the process to create new Flight Time Limitation (FTL) rules. As you can read in this Cockpit News EASA's response was disappointing. Instead of taking the 'S' in their name (S = Safety) seriously they seem to be working for commercial rules rather than safe ones. This is bad news for the European travelling public. Do we need an accident due to fatigued pilots before EASA realise they are on the wrong track? We hope they will wake up before this occurs.

Europe's future FTL were also raised at the annual

from across Europe demonstrated in front of the European Aviation Safety Agency (EASA) in Cologne to express their concerns regarding the Agency's proposal for future rules on flight time limitations. During the next two days, EASA held a technical stakeholder meeting to review the proposal. However, the disappointing outcome of the meeting showed that EASA did not hear the concerns raised two days before.

Around 11:30 on 14 May, hundreds of European pilots and cabin crew marched towards EASA. They warned the Agency that it will be "Sleepwalking into disaster" if it stays on the path it has taken so far and if it does not align their proposal with what science shows to be safe.

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Next Meetings

5 June: ECA Training,

Licensing & Operations

Working Group, Munich, DE

6-8 June: IFALPA HUPER

Committee, Munich, DE

12-14 June: EASA/FAA

Safety Conference, Cleveland,



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

For more information:

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Conference of the International Federation of Air Line Pilots' Associations, in early May in Paris. Pilots from around the globe expressed concerns about the EU rulemaking process and called for science-based FTL rules in a [joint statement](#) issued by the leaders of the SkyTeam Pilots' Association (SPA), the Oneworld Cockpit Crew Coalition (OCCC), the Associations of Star Alliance Pilots (ASAP), IFALPA and ECA.

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US

14 June: ECA Flight Data

Working Group, Brussels, BE

18-20 June: IFALPA

Security Committee, Brussels,

BE

27-28 June: ECA

Conference, Brussels, BE

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