



Annual Report 2010

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N.B.: ECA's Annual Report is in a format that focuses on ECA's core activities during the past 12 months, and provides a short, readable overview on its activities, the state of play, and ECA's approach to the myriad of policy and legislative developments at EU level.

1 Foreword by ECA President, Martin Chalk

2010 – Yet Another Challenging Year

2010 has been a year of hard work on a number of our key issues. We had challenges on core ECA subjects such as flight time limitations (FTL), licensing, operations requirements, security, air transport agreements, flight data, just culture and development of the Single European Sky project. These were 'spiced up' with unforeseen challenges such as the volcanic ash from Eyjafjallajökull. There is also a growing frustration for both pilot representatives and management in some companies over their inability to determine together good negotiation arrangements, and all of the practical questions in the industrial arena this has revealed, including exchange rates, basing, pensions and contracts.

Following our European Day of Action, in October 2009, ECA has been involved in the European Aviation Safety Agency (EASA) 'OPS.055' working group which has sought to deliver the modernisation of the partial and inadequate current EU Ops sub part Q, which is currently the minimum FTL protection right across the EU. EASA is expected to publish new draft FTL rules, in December 2010, which would make matters much worse, if not changed significantly. And by removing the ability for Member States to maintain better FTL standards in their country, safety standards might go down in a number of EU countries – even though EASA's own study on the current EU FTL rules had shown them to be inadequate across a range of criteria! It was only the Day of Action, coordinated by ECA and supported by our Member Associations and the ETF, which forced a change of heart from EASA and the creation of the OPS.055 group. However, despite the dedication of large technical expert resources to this EASA group, for the last year, the hardworking ECA FTL team are pessimistic that the challenge of truly science based and safety-oriented FTLs at EU level will be achievable without further action in 2011.

In the area of pilot licences, the sheer volume of work initiated by EASA has caused not just the various expert stakeholders a challenge – but the Agency itself has also struggled to cope. The rules which govern the issue and retention of our professional licence are core to the effectiveness of the profession. ECA has not only made our voice heard and our opinion count; we were also closely involved in the organisation and development of the IFALPA Training and Professional Standards Workshop in Paris.

In 2010, ECA also contributed significantly to the new EU Accident Investigation Regulation, to ensure such investigations can play their full role in learning from past accidents to prevent future ones. While the EU Council of Ministers prevented strong rules providing for a clear-cut independence of the accident investigation from judicial proceedings – as demanded by ECA and supported by the European Parliament – ECA achieved a number of important improvements compared to the previous Accident Investigation Directive, as well as a commitment from the EU legislator to review the new Regulation in four years time.

There is much, much more to read about in this annual report, but for me there is great satisfaction in seeing the development of ECA into a strong safety-oriented voice of pilots at European level. A voice which cannot be ignored and WILL deliver science based FTLs, professional licences and safer operations – along with a modern, Europe wide industrial relations structure which ensures Europe remains a safe, successful and rewarding place for professional pilots to work!

ECA President, Captain Martin CHALK

2 Political Issues

2.1 External Aviation Relations

2.1.1 ECA's Position on Air Transport Agreements

In 2010, the European Commission has maintained its very ambitious negotiations agenda and pushed toward liberalisation. In order to be able to address this additional work, ECA has once more advocated for its position paper at the European Commission. This document mentions the types of provisions ECA expects, depending on the type of agreement negotiated. ECA's policy varies according to the degree of market openness that the Commission wants to reach with the third country.

The majority of the negotiations, in which ECA does not need and was not active, are 'horizontal agreements'. These agreements only modify some clauses in the existing bilateral agreements – between Member States and third countries - that are in conflict with European legislation. No commercial issues are discussed in these negotiations.

The other types of negotiations aim at increasing commercial opportunities and therefore discussions include the increase of traffic rights and frequencies, but can also modify the rules on foreign investment, ownership and control. Such a liberalisation of the market affects the working conditions of employees in the aviation sector and particularly mobile staff and their ability to effectively organise in trade unions. ECA promoted this position in all relevant negotiations with third countries.

2.1.2 EU-US Agreement

On 24 June 2010 after seven years of negotiations the Council of European Transport Ministers has formally adopt the second stage of an air transport agreement between EU and US. The first stage Agreement between the EU and the United States was launched in March 2008. Since then most restrictions on

Trans-Atlantic routes, prices and frequencies have been removed. The air transport landscape between the two markets has been modified. The ultimate objective of the European Union is to create a transatlantic Open Aviation Area: a single air transport market between the EU and the US with free flows of investment and no restrictions on air services, including access to the domestic markets of both parties. This ambitious project will have tremendous repercussions on pilots' representation. The current problems encountered within TransNational Airlines in Europe are being spread to the transatlantic market.

In 2010 and before, ECA has repeatedly stressed that such a degree of market openness should not be achieved without adequate social provisions to avoid social dumping and the erosion of the employees' ability to effectively exercise their trade union rights. As a result a provision on 'labour issues' has been included in the agreement which is in itself a big achievement as it is the first time that labour matters are considered in a trade agreement.

To monitor the social consequences of this agreement, the European Commission and the US Department of Transport have agreed to meet regularly with the respective stakeholders. Representing European pilots, ECA has been an active player in the negotiations in the European side as well as in the Joint Committee meetings.

ECA and ALPA International have joined their skills and knowledge to demonstrate the potential social downsides of the EU-US aviation market liberalisation. The decision-makers on both sides of the Atlantic have received a clear and simple message that "a sustainable economic market requires related and adequate social provisions".

Supported by the External Relations Working Group and ECA staff, Captain Martin Chalk, ECA President, has followed the negotiations since the beginning and has promoted the inclusion of social provisions in the agreement. ECA supports the liberalisation of the air

transport market but does not accept an agreement that does not link economic issues with the appropriate social provisions.

2.1.3 EU-Brazil Agreement

In May 2010 the European Commission has organised an EU-Latin America Aviation summit to strengthen the diplomatic relations between the two areas and develop their cooperation in terms of linking the two aviation markets more closely. In October 2010, the European Commission has received a mandate from the Council of Transport Ministers to negotiate with Brazil a comprehensive agreement. The actual mandate covers 3rd and 4th freedoms for the traffic of passengers and an additional 5th freedom for cargo. The clear objective of both the Commission and Brazil is to have this agreement as a basis for a broader market opening at a later stage. ECA is therefore present during these negotiations to make clear that provisions that could be acceptable for countries with advanced labour rights such as Unites-States and Canada have to be even stronger in this particular case.

ECA has also stated that the Commission should adopt a cautious approach and not rush the negotiations. ECA will work to put reciprocal market access, aviation safety and labour rights first.

2.1.4 EU-Israel Agreement

Closer to Europe, the European Community is now negotiating a broad agreement with Israel. Considering the specificities of this country in terms of geopolitical, overflight rights and security measures, the negotiations are expected to go well into 2011.

ECA has asked the Commission to solve the issue of the security code system put in place by the Israeli CAA which risks impairing safety. Both the Commission and the Member States have taken this issue seriously and have addressed the issue to their Israeli counterpart.

2.1.5 EU-Australia Agreement

The European Commission and the Australian Government had started discussions on the negotiation of an air transport agreement. Since then the process has been suspended as the Australian government revised its whole legislation including air transportation, and ECA has been mainly monitoring the related developments.

2.1.6 EU-Neighbouring Countries Agreement

In order for the EU to improve and secure relations with its neighbouring countries, it has developed a European Neighbourhood Policy (ENP). The objective is to increase the mutual prosperity, stability and security in the EU and its neighbouring countries. The ENP offers privileged political and economic relations to 16¹ countries (Caucasus and Mediterranean region).

In the area of Air Transport, the Commission has launched several projects to support the neighbouring countries in developing their air transport infrastructures and legislation and in improving their safety and security standards.

ECA is not active in the assistance projects but is closely following the ongoing negotiations and developments.

2.2 Social Dialogue

The European Commission continued its wide consultation on the functioning of Social Dialogue. The future of Social Dialogue was on the Agenda of the four Liaison Forum Meetings organised by the Commission. This Forum is where Social Partners from all sectors exchange points of views amongst them and with the EU institutions. One Extraordinary Liaison Forum meeting was organised “on the functioning and potential of European sectoral social dialogue.”

¹ Algeria, Armenia, Azerbaijan, Belarus, Egypt, Georgia, Israel, Jordan, Lebanon, Libya, Moldova, Morocco, the Palestinian Authority, Syria, Tunisia and Ukraine.

ECA participated actively in all those meetings explaining ECA's position on trans-national collective bargaining – i.e. the need for a system allowing for the negotiation, enforcement and agreement/disagreement of collective labour agreements at company level applicable in more than one Member State— ECA also asked for more tools and more involvement of the EU institutions to develop a legal framework capable of delivering trans-national agreements. In October ECA participated in the European Commission expert group on transnational company agreements.

On the other hand, the *Sectoral Social Dialogue Committee on Civil Aviation* faces considerable difficulties. In order to prevent a new disappointing annual plenary meeting, the President and Vice-President of the Sectoral Social Dialogue asked the representatives from employers and employees to discuss their mutual expectations. After a number of follow up meetings, the views of the two sides are closer and work may resume, in early 2011, in the area of work health promotion. The way to solve the different positions on the revision of the agreement on mobile staffs' working time still has to be decided.

2.3 Legal Group

The ECA Legal Group met in July 2010. The group studied how the different Member Associations in ECA organise the legal department and how to create a network to share legal information and advice.

A database has been set up where the different associations will share information on the different legal cases they are treating.

3 Technical Issues

3.1 Flight Data Working Group

The Flight Data Working Group has been very active, meeting in December 2009, April, July and September 2010 and the

Flight Data Steering Group met additionally a number of times. The legislative process on the Regulation on Accident Investigation adopted by the European Parliament (EP) and the Council of Ministers in Autumn 2010, has been the main focus of the Working Group over the past year. From the very beginning, the WG members were instrumental to develop ECA's position about this piece of legislation of utmost importance.

As soon as the draft Regulation was published by the European Commission in October 2009, the document was analysed and the main issues for the pilots' community were identified in order to define an advocacy strategy. ECA developed, jointly with IFATCA, a position paper urging the EU decision-makers to provide for a strict independence between the safety investigation and the judicial investigation and to guarantee a full protection of sensitive safety data.

Moreover, a list of text amendments to the proposed AI Regulation was produced to promote a safety-oriented approach. With the support of the Member Associations, an intense lobbying campaign was implemented towards the Members of the European Parliament. Moreover, a wide coalition of key aviation stakeholders, including the Flight Safety Foundation, was set up under ECA's leadership to issue joint statements firmly requesting a pro-safety approach.

These lobbying actions were quite successful as regards pilots' main concerns despite the fierce resistance of the Member States, sticking to a pro-justice, legalistic stance. As a result, the "Just culture" principle is mentioned for the first-time ever in an EU piece of legislation. The Regulation also provides for a 'non-regression clause' allowing Member States to limit the cases in which safety information can be shared with the Judiciary. A completely new element are 'Advance Arrangements' between the Accident Investigation Body and the judiciary authorities, which must be created in each Member State, covering subjects such as the appropriate use of safety information. Finally, the regulation stipulates the European Commission has to bring forward by the end of 2011 a proposal to revise the

EU Directive on Occurrence Reporting, which another significant achievement.

ECA is closely associated to Eurocontrol's dedicated "Just Culture Task Force" which includes key aviation stakeholders as well as participants from the judicial side. The group has met in September. A new draft Model Policy for national prosecutors, introducing voluntary restrictions for the types of offence that would result in a criminal investigation after a serious incident or accident, is being finalised by Eurocontrol legal team and will be released soon. Following the adoption of the EU Regulation on Accident Investigation, the intention remains to develop further relations with the judiciary throughout Europe. ECA is associated to this work.

EASA has created the European Flight Recorder Partnership Group (EFRPG), which met for the first time in September 2010. The group's main task is to address issues related to the design, installation, operation, serviceability and use of regulatory flight recorders with the aim to enhance aviation safety in Europe. ECA managed to get two flight data expert pilots nominated as permanent members of the group, one with a helicopter background.

ECA continues to be present at the European Accident Investigators twice-yearly meeting of the European Civil Aviation Conference (ECAC). ECA attended the meeting in February 2010, and will attend the next meeting in December. This group continues to be considered the expert group on Accident-related issues for the EU and it develops the Community position for the ICAO (International Civil Aviation Organisation) meetings.

ECA continues to represent the pilot position on just culture, occurrence reporting and accident investigation in various safety discussions (such as the Industry Consultation Body, the EASA Advisory and Management Boards, the European Aviation Safety Advisory Committee (EASAC) and European Commercial Aviation Safety Team (ECAST).

3.2 Security

The European Commission finalised the implementing legislation for the Security Regulation. 2010 meetings of the Stakeholder Advisory Group for Aviation Security (SAGAS) showed the complexity of security matters and the difficulties in obtaining progress in this area.

Despite intense advocacy from ECA and the support of the Commission; the Member States and the airports and airlines succeeded in postponing the introduction of a harmonised crew ID. The same applies for a chapter on "in-flight security". ECA also participated in the European body scanners task force. A position paper on the risk for crews' health from backscatter scanners was addressed to the Commission.

The Security Working Group started to prepare an ECA Security Guidelines that compiles all ECA positions that are excluded from the EU legislation. This work will allow ECA representatives attending external meetings and national experts talking to their authorities to know the pilots' position.

The ECA has issued a position paper on dangerous light/ laser attacks. ECA and its Member Associations thereby want to create awareness among Member States and aviation authorities. The goal is to ask the European Commission to adopt a common approach on dangerous lights attacks.

ECA closely followed the ECAC activities on security and facilitation. This is a critical area as most of the work done on the ECAC "Doc 30" is then taken on board by ICAO and the European Commission.

ECA also closely monitors the developments in NATO-EUROCONTROL regarding the interception of airplanes and the on-life recording of flight data for security purposes. ECA intervened in the EU-Israel negotiations for the conclusion of an air transport agreement to denounce the Israeli positive identification code policy.

3.3 Single European Sky (SES)

3.3.1 General Developments

In 2010, ECA has been closely following a number of new developments in the area of Europe's AIR Traffic Management.

A number of political statements and high-level decisions were made at EU level in 2010 for the Single European Sky (SES) to become a reality as soon as possible. In February 2010, the Madrid Declaration stated it was now time to act and deliver a seamless, safe, performing and integrated Single Sky for Europe, with 2012 as a key milestone to achieve this goal.

The consequences of the ash cloud crisis for air transport and the impact on the European economy were an additional boost to SES. In the aftermath of the Icelandic volcano eruption, the EU Transport Ministers agreed on the importance of giving the highest priority to the acceleration and anticipation of the full implementation of the Single European Sky.

The "Bruges Declaration" adopted at the EU Aviation Summit in October 2010, confirmed the European commitment to the swift implementation of Single European Sky. On this occasion, the priority to be given to the human factor as the overriding enabler of change was reiterated.

In this context, the European Commission has fast-tracked key elements of the Single European Sky, in particular the development of a number of Implementing Rules (IRs). A Functional Airspace Blocks Coordinator was appointed in July 2010. The role of the coordinator will be to facilitate at high political level the negotiations between the states engaged in the creation of Functional Airspace Blocks (FABs), in order to meet the deadline of December 2012. By this date, all European states should have established FABs so that airspace corresponds to operational requirements and the needs of airlines, rather than to national borders.

An Implementing Rule for the Performance Scheme, setting ambitious binding

performance targets for airspace capacity, cost efficiency, environment and safety was proposed by the European Commission but remains to be further discussed and agreed by the Member States. It was also decided to designate EUROCONTROL, acting through its Performance Review Commission, as the Performance Review Body for the Single European Sky.

The Network Management Function completes the performance framework and comprises a range of tasks: European route network design, slot coordination and allocation and scarce resources allocation, such as radio frequencies. The European Commission has been working hard to develop a well-designed Implementing Rule. It is expected that EUROCONTROL will be designated as the single organisation responsible for the overall management of the whole European network in a near future.

Moreover, the Commission plans to adopt by the end of the year a Communication which will be three-fold: report about the execution of the European ATM Master Plan, innovative funding mechanism and proposal for SESAR Deployment strategy.

3.3.2 ECA's Role in SES Developments

Throughout the year, ECA has closely followed and contributed to the intensive work of the Industry Consultation Body (ICB). ECA participated in the plenary sessions and the institutional subgroups while keeping a watching brief on the other subgroup activities (e.g. ECA provided its opinion on CDA/CCD to the interoperability subgroup).

The main topics of discussion were the SES-II roadmap, the update of the European ATM Master Plan, the Performance Review Body and the development of ICB positions on a number of SES-II-related Implementing Rules, on the Performance Scheme, Network Management Functions and Functional Airspace Blocks.

ECA also continued to coordinate positions with the professional controller and engineer staff organisations in the

context of the SESAR Joint Undertaking (JU) and the professional staff presence in the SESAR JU Administrative Board (JUAB) as well as the ICB.

ECA had recognised that a global pilot vision on the Future of Air Traffic Management is necessary to guide our representatives in this field and had therefore put forward a proposal to the IFALPA ATS Committee. In this process, it was recognised that the technical developments have a far reaching effect on the pilot profession. Therefore the scope of the document had been extended to provide a vision on the future of Air Navigation. A final version of this vision document was endorsed by the 2010 IFALPA Conference and is now being used by ECA as guidance in European matters.

3.4 EASA – Current Status

In 2009, EASA received another two new mandates, Air Traffic Management (ATM) and Aerodromes, following a further amendment to its Basic Regulation in July 2009. This second extension is now going through various rulemaking tasks using a fast track process. This process was agreed by the EASA Management Board as a special exemption of the normal rulemaking procedures and is subject to strict terms of reference.

ECA has strengthened its presence in the SSCC (Safety Standards Consultative Committee which meets twice a year) with two active representatives in the SSC plenary (Martin Alder and Kris Van der Plas) and one expert each active in following subgroups: Flight Standards (Martin Alder), ATM (Paul Vissers, ADR (Wessel van Soest) and Design and Manufacturing (Kris Van der Plas). The SSCC has become much larger due to attendance of new stakeholders who are related to the 2nd extension (ATM/ANS/ADR).

The SSCC amongst others will give comments late 2010 on the first proposals on how to restructure the rulemaking process. A special working group was established by the Agency to make proposals, ECA unfortunately was not to

participate. Hence, ECA is using accepted direct input (through one of the working group members) and indirect input through SSCC and the Advisory Board. The SSCC also provides its opinion on the (annual) EASA rulemaking program.

ECA is using the EASA 2011-2014 rulemaking programme as a priority setting tool in order to define which (new) rulemaking tasks need ECA attention. In 2011 ECA plans to be present in about 15 rulemaking tasks, 4 of which will be new. In addition ECA is actively involved and represented in the Advisory Board, the MPL Advisory Board, ECAST, EHEST, Human Factors Advisory Group, the Flight Recorder Group, the Safety Advisory Group and the to be established Medical Expert group.

EASA has issued several Comment Response Documents (CRD) on Part FCL, on Authority and Organisation Requirements, on Part MED and on Part OPS. This resulted in thousands of pages to be checked by our experts. This was a challenging task as often there was no relationship between the NPA text and the CRD, and the (ECA) comments on the NPA were often not accepted with no (clear) justification.

The EASA Advisory Board (EAB), of which ECA is an active member, met four times in 2010. A new Vice Chair was elected following the resignation of Fiona Mc Fadden (ECA). The EAB continues to advise the EASA Management Board on all its tasks. This year's discussions were focused on the business plan, the financial report and how EASA dealt with the volcanic ash cloud.

The EASA Safety Advisory Committee met 4 times, with Régis Fusenig (ECA Technical Executive Board Director) attending the meetings. Meeting attendance is on a personal basis and people in the group do not represent their association. The EASAC is currently working on the European Aviation Safety Program and Plan and has established through a questionnaire sent to the Member States a priority list of safety issues that need to be tackled. These issues are: Runway Excursions, Mid-Air

Collisions, Controlled Flight Into Terrain, Loss of Control In Flight and Ground Collision (runway incursions and other cases of aircraft separation loss on the ground. In addition, the EASAC is informed about the discussions of the IGPT (Internal Group on Pilot Training). This is an internal EASA group that discusses how to deal with pilot training in the future. Their output will be two documents on EASA automation and on training implementation policies. These documents will be followed by workshops and a conference during 2011.

3.5 Training, Licensing & Operations

ECA's Training, Licensing & Operations Working Group (TLO WG) has had a challenging time to keep track of all EASA developments. It's work has been focused on overseeing the related EASA rulemaking tasks, Notices of Proposed Amendments (NPA) and Comments Response Documents (CRDs). ECA was able, with the commitment of its experts, to work towards improving the proposed future rules at higher safety levels.

Bert Hillmann (VNV) has been elected as new Working Group co-chairman for Air Operations replacing Stefan Wolf and replaced him also in the OPS.001 rulemaking review group.

The TLO WG worked on NPA2009-10 Cabin air quality, the questionnaire on Human Factors, NPA2008-17 FCL.001, NPA 2008-22 Authority and Organisation Requirements, NPA2008-17 Medical, NPA 2009-02 on OPS.001 review, NPA2010-03: ACASII version 7.1, ITQI and pilot training in general and received briefings on the work of the newly established UAV expert group.

Key members of the TLO together with the co-chairman on training and licensing (Jean-Benoît Toulouse) were instrumental in the organisation of the IFALPA HUPER workshop on the future of pilot training, in 2010. This workshop established new IFALPA Pilot Training Standards (IPTS) aimed at replacing the Current IFALPA Annex I Appendix A (following HUPER agreement in Hong Kong in November

and IFALPA Conference adoption in 2011). ECA will use the resulting IFALPA Policy as its basis and benchmark for contributions to the development of future pilot training requirements with the aim of ensuring the highest level of training and safety standards in Europe

Despite the huge work that has been carried out regarding these NPAs and CRDs, the process is not finished and more is coming. Even after publication of the EASA Opinion (which concludes the EASA rulemaking process) more work is necessary during the "comitology" process where the Member States will amend the EASA proposal and Parliament can scrutinise the result. The Opinion on Part-FCL was issued in August, the Opinion on Part-MED was issued in November, the Opinion on Authority and Organisation Requirements is expected in March 2011 and the Opinion on Part-OPS is expected in April 2011.

3.6 Air Traffic Management and Aerodromes WG (ATMA)

The Air Traffic Management and Aerodromes WG (ATMA) met in March and October 2010. The WG launched its ATMA 2015 Plan, which is aimed at identifying the main topics that the group wants to deal with in priority and defining a strategy to achieve concrete goals.

Over the past year, the group's three hot topics regarding ATM have been the implementation of the second package of the Single European Sky (SES), in particular the revision of EASA's basic regulation to accommodate ATM, and the signature of a framework contract between ECA and the SESAR Joint Undertaking (SJU) to feed the programme with pilot expertise.

Following the extension of EASA competences to ATM, ECA has been actively participating in the development of ATM related European safety rules. A number of ad-hoc sub-groups have been set to address specific topics and pilots' expertise will be brought into the meteorological sub-group. ECA experts have also been participating in the Safety

Standards Consultative Committee (SSCC) subgroup on ATM.

SESAR (Single European Sky ATM Research) is the technological dimension of the Single European Sky. It aims to develop the new-generation air traffic management system capable of ensuring the safety and fluidity of air transport over the next 30 years. Through an open system design and dedicated international activities, SESAR will be compatible with similar global initiatives such as NextGen; the sister initiative from across the Atlantic.

In December 2009, a framework contract between ECA and the SESAR Joint Undertaking (SJU) was signed. The contract allows annual work orders to bring pilots' expertise in projects and, when validating the solutions, in close to operations on-site live trials or simulations. A pool of experts has been set up and a first internal coordination meeting took place in June 2010 to identify the top-priority projects for ECA to contribute to and to allocate work.

The Administrative Board of the SESAR JU also has a staff representative present. This seat is held – by agreement of four Professional Staff Organisations – by the European controller group ATCEUC for the time being (with a handover to ECA in July 2011). This representative also represents the pilots' interests in the development of the system, so ECA is closely involved in the Board's work.

Following the Flight Level Adherence Days organised all over Europe by Eurocontrol in Sept/Oct 2010, the ATMA Working Group invited Eurocontrol senior managers to an exchange of views about the trial and an open discussion about the next steps of the adherence campaign being developed by Eurocontrol.

In the Aerodrome area, a lot of work has been undertaken this year. ECA has continued to be present in the core working groups of Eurocontrol and EASA.

The Eurocontrol working group on runway incursions has been reviewing the European Action Plan for the Prevention of Runway Incursions (EAPPRI). ECA has

been closely involved in this work and has contributed a lot to it.

Regarding runway excursions, ECA has participated in the Eurocontrol working group on runway excursions and has commented on the Eurocontrol study on runway excursions.

ECA is closely monitoring the development of Runway Status Lights and their installation in Europe and was present at the Eurocontrol workshop on Extended Runway Status Lights in June.

At a higher level, ECA has ensured presence at the Airport Operations Team.

At EASA level, the rulemaking work in aerodromes was launched in 2010, with the creation of three rulemaking tasks. ECA is represented in the tasks on aerodrome design and aerodrome operations. ECA experts have also been participating in the Safety Standards Consultative Committee (SSCC) subgroup on Aerodromes.

Finally, ECA has been contributing to the Aerodrome and Ground Environment Committee of IFALPA, developing positions on several topics, such as bird detection techniques or runway status lights systems and runway lights.

3.7 Unmanned Aerial Vehicles (UAVs)

ECA continues to follow the development of rules for the introduction of UAVs into non-segregated airspace. In this regard the work with EUROCAE Working Group 73 remains important, where ECA is represented.

This working group develops a code that might be the basis for certification and operation of UAVs, as well as qualification of the UAV-pilots. The operational view of airline pilots in this WG is highly appreciated by the industry.

To support this ongoing work and to monitor developments in the UAV world, ECA set up a dedicated mailing list and an expert group that has met once. The group defined what the key issues for the future are, such as “sense and avoid” where increased air traffic and lack of technology represent a potential danger. Other issues include the danger for the pilot profession when UAS is used for cargo operations as well as the current lack of radio band for UAVs. The lack of transparency on the issue and the importance for open feedback and statistics (on incidents and accidents) are part of the key issues ECA keeps an eye on.

Régis Fusenig (ECA Technical Executive Board Director) attended the first EU conference on UAVs organised by the European Defence Agency and the Commission’s DG Move. On a technical expert level, Thomas Mildenberger attended several UAV conferences, representing the pilots’ voice.

It is noteworthy that “UAVs are aircrafts” and licensing for civil application is about to start with important definitions on type of UAVs, training needed, etc.

ECA will continue to deliver the message of IFALPA policies on UAVs and will assess its role for the present and future civil UAVs pilots as potential members.

3.8 Helicopters

Although the majority of ECA members are airline pilots, ECA also represents helicopter pilots at European level.

In September 2009, after the ECA Executive Board acknowledged the need to become more actively involved in Helicopter issues, ECA held a first meeting gathering helicopter experts from several European countries.

2010 has been both a very challenging year for helicopter pilots, with a still high number of accidents, and a fruitful year at ECA. In April 2010, ECA created the Helicopter Working Group (HEL WG). Since then, the group has seen its membership increasing. Johan Agin, from

Sweden, was appointed as chairman of the group.

The ECA HEL WG has met twice in 2010. It agreed on a list of top issues that need to be addressed in priority, among which is Helicopter Emergency Medical Services (HEMS) Operations, the need for a standard in Flight Time Limitations or for a harmonised safety regulation throughout Europe, including for Search and Rescue (SAR) and firefighting operations. A subgroup was created that deals exclusively with FTL issues and is in the process of drafting a proposal for future rules.

Regarding external meetings, ECA has continued to closely monitor and attend the meetings of the EASA EHEST (European Helicopter Safety Team) and its sub-teams (OPS & SMS, Training and the Regulatory Team). ECA was also involved in the revision of the comments received on the EASA Notice of Proposed Amendment on Operations (NPA OPS).

ECA has been working closely together with the Helicopter Committee of the International Federation of Air Line Pilots’ Associations (IFALPA), to ensure that coordination is done not only at European level, but also between Europe and the rest of the world.

3.9 Volcanic Ash

At the very beginning of the volcanic ash crisis experienced all over Europe in April/May 2010, ECA commended in a press release the European Commission, the Transport Council, Eurocontrol and EASA, for the considered safety-based approach to dealing with the cloud’s repercussions on European air transport.

ECA raised crucial points in a letter sent to Siim Kallas, Vice-President of the Commission, responsible for Transport. Pilots, as safety professionals, are strong advocates of the “Safety First” principle which should drive any decision taken, national authorities must remain in charge of deciding whether the national airspace is open or not, and company procedures must ensure that the Commander of each flight has the maximum information

available on which to base the decision to fly (or not).

Last but not least, the pilot must have the ultimate authority over the flight, as always. He or she must be fully supported by the authority and airline management for his/her safety based decisions, and there shall be no pressure on pilots to perform flights for commercial reasons and against the pilot's safety assessment.

ECA was asked to participate in the newly-created European Aviation Coordination Crisis Cell (EACCC) to provide the unique operational experience and contribution that pilots are able to offer. The main role of the EACCC, co-chaired by the European Commission and Eurocontrol, is to facilitate the management of crisis situations affecting aviation in the European (ECAC) region and will be activated when circumstances beyond the normal environment of operations are evident (e.g. volcanic eruption). ECA President & Vice-President have been nominated as the two points of contact, and ECA President attended the EACCC meeting in October 2010.

4 Professional Issues

4.1 Flight Time Limitations

For more than 17 years, Flight Time Limitations (FTL) have been one of ECA's major policy issues at EU level. In July 2008, the EU-OPS Subpart Q had to be implemented by all EU Member States and their operators.

2010 was dominated by two issues: 1) Problems with the implementation and interpretation of Subpart Q by the operators and national Authorities, and 2) by the EASA rulemaking process tasked to develop the next generation of EU-wide EASA FTL rules.

Regarding the implementation and interpretation of Subpart Q, ECA and its FTL Working Group received several complaints from Member Associations about violations, 'creative' interpretations and hidden derogations from Subpart Q rules. ECA launched a questionnaire to its Member Associations and collected

numerous such cases. These were sent to the European Commission, with a request for clarification, guidance for correct interpretation, and follow-up. After an unsatisfactory written response from the Commission, ECA requested a meeting, but the outcome was equally unsatisfactory. At this stage, the Commission seems to be unwilling to provide any guidance as to how to interpret the EU's own legislation – an issue that will be further pursued by ECA at the appropriate level.

As to EASA's future FTL rules, ECA spent considerable time and resources on EASA's "OPS.055" rulemaking process, where ECA promotes the development of science-based, safety-oriented FTL rules at highest safety-level. This process had been launched by EASA after ECA's European Action Day on Crew Fatigue, in Oct. 2009.

After a first exploratory meeting in Dec. 2009, the OPS.055 Rulemaking Group started an ambitious schedule of eight 2-day meetings, plus several meetings of subgroup for the related Regulatory Impact Assessment (RIA). ECA is represented by Capt. Gustavo Barba (SEPLA), Capt. Russel Williams (BALPA) and Philip von Schöppenthau. The other group members are from ETF, from the airlines, from the National Authorities and EASA and the European Commission.

The group started by identifying fatigue related safety hazards, followed by possible mitigating measures. EASA then built from that several options for a future EASA FTL scheme. These Options were then assessed from a safety and economic point of view – within a Regulatory Impact Assessment (RIA).

Despite ECA's considerable effort and safety-oriented input into the group and RIA subgroup, the outcome, so far, is well behind the expectations, and far away from the consensus recommendations made by a group of fatigue scientists in their "Moebus Report". This report had shown that Subpart Q is not in line with latest scientific evidence and must be revised.

EASA is expected to publish its 1st proposal in form of a Notice of Proposed Amendment (NPA), in late December, followed by a 3-months stakeholder consultation period, to which ECA and its FTL Working Group will contribute.

ECA's FTL Working Group (WG) had been very active in 2010 with 3 meetings between Feb. and Sept., supported by the FTL Steering Committee that took care of the everyday management of FTL issues and tasks. The WG's experts regularly discussed the implementation and interpretation issues as well as new EU regulatory developments.

4.2 Trans-National Airlines & Collective Bargaining

The aviation industry evolves quickly, and the airlines have accelerated the processes of consolidation. Companies now have operational bases in several countries; typical examples are Air France-KLM, easyJet, DHL, or soon BA-Iberia. Whereas European Countries have agreed to let the European Union have competence to integrate and harmonise the economic markets, social laws and labour issues have been left behind at national level. ECA and its Member Associations' long-term aim is to ensure that appropriate social and labour laws are put in place.

In the absence of such measures, ECA had developed tools to unify, organise and represent pilots of the same 'Trans National Airline' (TNA), such as the 2006 "TNA Convention", or the promotion of the 2008 'easyJet Pilot Group' (ePG) agreement, aimed at organising the representation of easyJet pilots based in UK, Germany, Spain, Italy and France. In this context, in October 2010, ECA facilitated a meeting of the ePG Oversight body, to ensure the good functioning of this agreement.

The recent experience of British Airways' pilots after their intended strike action has shown that rulings by the European Court of Justice can have different outcomes than expected and be far from labour friendly. ECA and its Member Associations started developing a strategy to better

lobby at both European and national levels and to ensure that collective and effective representation of pilots can be delivered across Europe.

To accompany these TNA developments, in 2010 the ECA TNA Working Group met twice, identifying the TNAs in Europe and monitoring their developments. This enables the identification of best and worst practices. This pragmatic tool is important to decrypt and address managerial policy and prepare adequate responses.

4.3 Industrial Working Group

ECA deals with the main concerns raised by the Member Associations, such as the lack of volunteers involved in Union work and the tendency of some Member States to weaken legislation of unions' representativeness. The working group is looking at the concrete actions which can be undertaken to improve this situation. Some other important items were addressed, such as the relevance of seniority lists, how to approach a TNA situation, how to draft a CLA etc.

The WG also looked into the phenomenon of the growing number of active pilots not represented. The WG assessed why these pilots are not part of a professional association but also if it would be possible to accept individual membership. Part of this problem are pilots contracted by temporary agencies. This growing trend is a threat to pilots' associations and the problem is taken seriously. The work on an action plan has been launched together by ECA and its Members.

5 Organisational Issues

5.1 ECA Structure & Board

Since the last General Assembly in Nov. 2009, four ECA Conferences have convened ECA Member Associations, in Brussels (Feb.), Morocco (March), Reykjavik (June) and Brussels (Nov.).

As the 'engine' of ECA's activities, the Executive Board has closely followed all

major issues and developments that affect ECA and its members, meeting almost every month in Brussels for at least two days.

At the November 2009 Conference, ECA members elected a new Board Director for Professional Affairs, Capt. Luis BENTO (from Portugal), a new Technical Affairs Director, Capt. Riku Aakkula (Finland), and elected Capt. Carlos Salas (Spain) as ECA Vice-President.

At the ECA Conference in November 2010, four of the seven Executive Board Directors are up for (re)election:

- President (currently Martin CHALK – United Kingdom)
- Professional Affairs Director (currently Joe KRAUS – Czech Republic)
- Technical Affairs Director (currently Régis FUSENIG - France)
- Technical Affairs Director (currently Riku Aakkula - Finland).

5.2 ECA Enlarges Further

This year, ECA continued its growth in terms of pilots and national associations represented. At its Nov. 2009 Conference, ECA welcomed two new members:

- Romanian Airline Pilots Union (RO-ALPU) – full member;
- Ukrainian Air Line Pilots' Association (UALPA) – associate member.

This brought ECA's total membership to more than 38,600 from 38 different countries in Europe.

5.3 New ECA Staff

Based on a decision by the ECA Conference in Feb. 2009 to strengthen our presence in the technical area, ECA had hired a second Technical Policy Advisor, Kris VAN DER PLAS, in Sept. 2009.

In January 2010, Fiona Mc FADDEN left ECA after almost 6 years as ECA's Technical Policy Advisor, to join SESAR Joint Undertaking in Brussels. To replace her, ECA started a recruitment process,

which resulted in Loïc MICHEL being hired as Technical Policy Advisor, in March 2010. French and having an educational background in political sciences and European affairs, Loïc previously worked for ASD, the AeroSpace and Defence Industries' Association of Europe. At ECA, he covers Air Traffic Management, Flight Data / Accident Investigation issues, as well as Aerodromes.

In line with the Conference decision of February 2009, ECA strengthened its support team by hiring Sarah KAMER as Administrative Assistant, in April 2010. Being Irish, Dutch and German, with a background in translation, Sarah supports the organisation, the Office Manager, as well as ECA's Working Groups.

In April 2010 Paméla GRILLET-PAYSAN moved from her Administrative Assistant position to the one of Junior Policy Advisor, covering Helicopters and Aerodromes. She also increased her remit in the area of ECA's internal and external communications.

In Nov. 2011, Barry MEEHAN left ECA as its Web/IT Officer after having build ECA's new website, updated the Meeting Data Base and set up a Contact Data Base. His function has been outsourced to an external company, providing dedicated IT support and maintenance services.

5.4 Cooperation with IFALPA

Since the signature of a comprehensive Protocol of cooperation between ECA and IFALPA (International Federation of Air Line Pilots' Associations) in 2006, and building on their close relationship since their 2003 agreement, in 2009/10 both organisations continued to further deepen their cooperation.

IFALPA held its regional meetings (Europe) in conjunction with the ECA Conferences; updates were given about Annex 19 as well as on industrial matters. Wherever possible, ECA Board Directors and Policy Advisors attend IFALPA's Technical and Professional Committees.

On an institutional basis, ECA Vice-President, Carlos SALAS, acted at the same time as IFALPA Executive Vice President (Europe) and provided a close link between the ECA and IFALPA Executive Boards.

New contact Database was set up and the existing Meeting Database was further improved.

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5.5 ECA Working Groups

ECA's Working Groups, which consist of the Member Associations and their experts are the organisation's primary tool for developing ECA's day-to-day content-related work. In 2010, the Working Group structure was streamlined by regrouping some issues, and a new Helicopter Working Group was created, further to a decision of the Executive Board. At the end of 2010, ECA had 9 Working Groups.

5.6 ECA Communications & Website

In 2010, ECA continued to develop its communications strategy and several projects were launched.

To develop its communication towards the general public and individual pilots, ECA started to cooperate with a Belgian Communications School (Katholieke Hogeschool Mechelen) to improve its communications. One project has been launched in October: the making a promotional video about ECA, which will be ready by the end of November. The second project is the creation of a small flyer introducing ECA.

In 2010, ECA continued to issue its monthly short and concise news bulletin – the Cockpit News. This bulletin is also available on ECA's website in high-resolution PDF and text format. Several Member Associations post it on their sites and include it in their news magazines.

The next step for 2011 will be to review the visual identity of ECA, its logo, slogan and general design for its communications tools.

In 2010, ECA further refined its new website (www.eurocockpit.be), which had been made public in November 2009. A