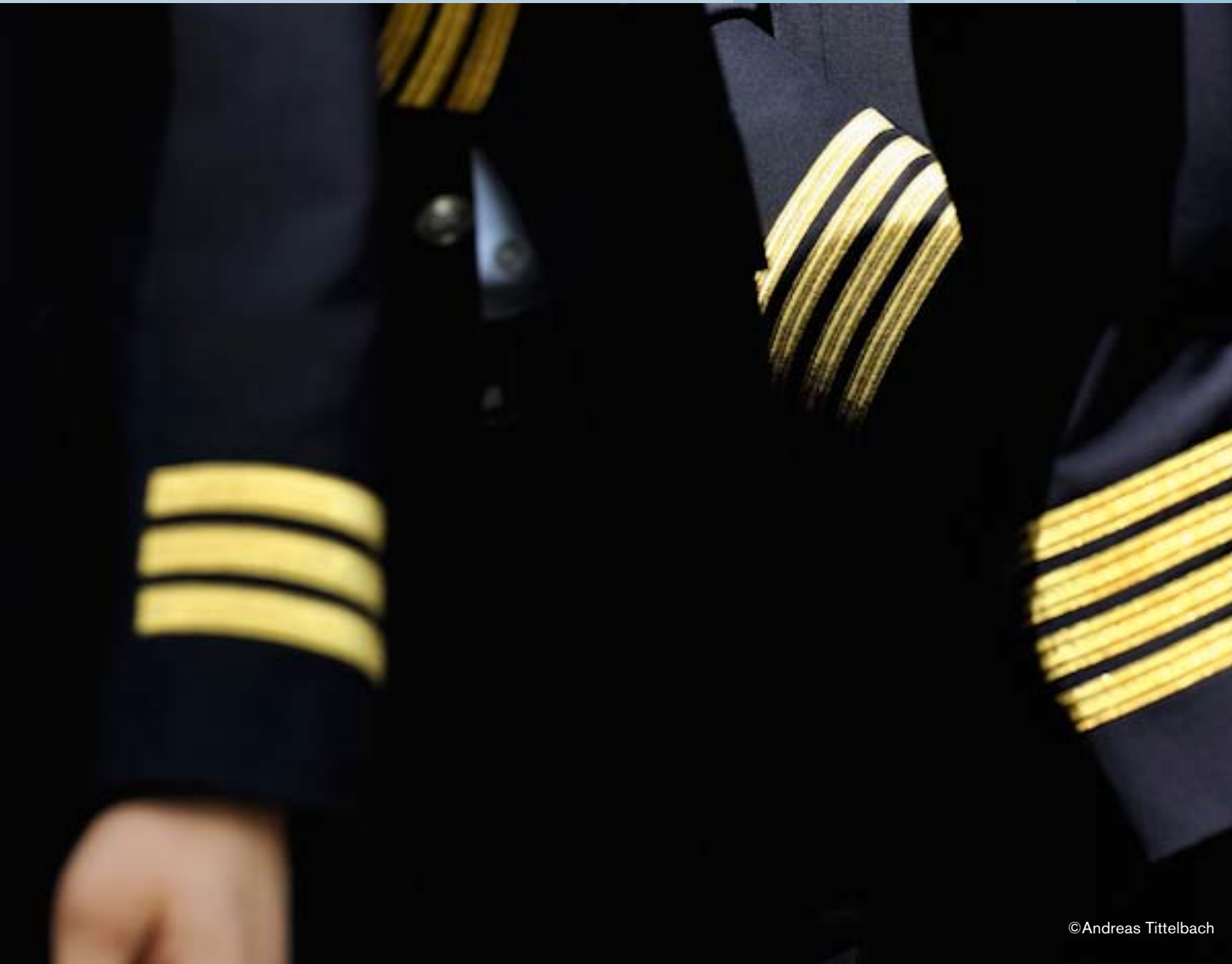




ANNUAL REPORT

2012

European Cockpit Association



Message from the President

As we look back at a year that was significant in many respects, I am pleased to see that the European Cockpit Association has once again pursued its mission to be the clear and consistent voice of airline pilots in Europe.

The demonstration for safe Flight Time Limitations in Cologne in May, the development of the Advance Arrangement protocol for safety investigation, as well as the improvements in the social status of pilots posted abroad are a few highlights of ECA's hard advocacy efforts and achievements.

But our work doesn't stop here. Because we believe that tomorrow's challenges for aviation safety must be addressed today, ECA moved forward with giving shape to a more encompassing aviation Safety Strategy. Over the past year, ECA and experts from its Member Associations developed a strategy to maintain and enhance safety standards in Europe. This Strategy will be finalised and presented early 2013.

Within the constraints of a much weaker economy, which has seen a significant number of pilot jobs being cut and fleets reduced, we have managed to safeguard the fundamental right of pilots to strike. With the expertise and persistence of our Legal and Social Dialogue advocacy we managed to keep the right to Industrial Actions alive in Europe.

It also was a year of challenge, a year in which the European pilots faced a potential dilution of aviation safety by the new proposed Flight Time Limitations. Our hard advocacy efforts have delivered some improvements. Yet, EASA's proposal remains an unsafe regulation, which was dictated by the airlines' commercial interests. But we are driven by the challenges we see around us and we will keep on fighting for the safety of our passengers, the people on the ground and the aircrew.



Especially in times of economic hardship, we value the efforts of the Executive Board, Member Associations and all volunteer pilots to contribute to the common good. Together we are "Piloting Safety" and we make sure our expert voices are heard in Europe.

Nico Voorbach
ECA President



Francis Nardy

Executive Board Member Vice-President

ECA's work throughout 2012 cannot be viewed outside of the context of a deep economic crisis which shook the foundations of Europe. The troubled financial situation of European airlines made pilots pay a high price: numerous job losses, downgraded CLA's, worsening of terms and conditions. In this difficult economic context, the debate of safety vs. profitability is relevant more than ever. While at the global level we see debates about safety management and non-punitive culture, in Europe these concepts sound like a utopia. Facing this avalanche of difficulties ECA and pilot associations are working on an effective way to strike back. In the coming months, we must invest more time, more resources and be proactive to overcome the difficulties of the economic downturn by safeguarding the pilots' profession.



Burkhardt 'Pete' Kaumanns

Executive Board Member Technical Affairs

Safety, our main field of expertise, remains an often unheard voice in the European political shouting matches of economy or ecology. Despite the many challenges, ECA has most confidently maintained and strengthened its existing partnerships with European stakeholders, such as EASA (on pilot training and safety) and the European Commission (Just Culture). One of the major achievements throughout the year has been laying the foundations of ECA Safety Strategy within the Safety Strategy Task Force.



Álvaro Gammicchia

Executive Board Member Technical Affairs

I am happy to see all the great work done by ECA in the areas of Air Traffic Management, Helicopters and Airports. In this report, you'll read about the extensive advocacy and expert work done in 2012. But we often tend to forget that the ultimate purpose of all rulemaking groups, meetings and reports is to keep flying safe. In 2012, we have successfully completed our mission! The past year reminded us, however, that if we want to continue being as successful, improving the levels of involvement of experts from all ECA Member Associations is crucial.



Jon Horne

Executive Board Member Professional Affairs

Over the past year I am very proud that ECA has really 'upped its game' on professional and industrial issues. Again and again we have won the argument on pilot fatigue, within EASA, in the press, and with politicians, and conducted ourselves in a highly professional manner. We must now convert this to changes in EASA's proposals, and we can only do this with our member's action. This year's emerging issue, and undoubtedly our next big campaign, is the growth of contract pilots and casualised labour. We MUST act now to stop this cancer spreading in our profession.



Odd Haugsbak

Executive Board Member Admin & Finance

As Director of Admin & Finance, it's a great pleasure to share with you that we have managed to maintain a well-balanced budget and we can look back at a good financial year at ECA. Despite the constraints of the current economic environment, we have managed to provide expertise, develop further our strengths and expand our advocacy efforts. Even though maintaining membership at present level continues to be a challenge, I am positive that ECA will be able to sustain its position as the voice of pilots in Europe.

Interview with Jon Horne

Without doubt, Flight Time Limitations (FTL) are a continuing priority for ECA and its Member Associations. In October 2012 we have seen the publication of EASA's Final FTL Proposal. We are speaking with Jon Horne, Professional Affairs Director, closely involved with the issue.

Which were the key FTL moments for ECA during 2012?

At ECA we've ended up holding our breath twice this year when it comes to FTL. The first time was in January when EASA published its 'Comment Response Document' (CRD). It was EASA's 2nd draft proposal for FTL rules to combat air crew fatigue. As a key stakeholder we have been closely involved and we provided numerous comments, some of which were taken into account.

The second time was when EASA published its Final Opinion in October. This is the document that they want to replace every single current FTL regulation, once it's approved by the European Commission, the Council of Ministers and the European Parliament.

What is your general evaluation of the Final Opinion?

In its current form the proposal will jeopardise flight safety and have significant consequences for Europe's passengers. The main reason for this is because the Opinion continues to disregard scientific evidence in key areas and enables rosters that are outright dangerous. We calculated that

standby would result in situations when pilots could have been awake for more than 22 hours when they have to land their plane. Such schedules will be completely possible and legal under the new rules. This immediately gave us a key message for our communications campaign. Whatever the outcome of that campaign, the resulting duties will de facto become the default target for today's airline's computer-based schedule/manpower 'optimisers'.

How would you evaluate ECA's advocacy impact on FTL?

ECA is a key stakeholder and as such, it is part of the EASA's rulemaking group on FTL. In the past year we have attended several rulemaking meetings in Cologne and we have always contributed to the debate with good technical arguments, winning nearly all of them within the group.

As much as I would love to say that our recommendations have been "warmly welcomed" by policy makers, I can't. We have been confronted with the airlines' very powerful lobby, which would rather see a very weak FTL regulation. Even where EASA have been forced to acknowledge our points within the rulemaking task, this has not translated to changes in their drafts or Opinion. The areas where

we have seen positive developments are mostly where EASA has been exposed to pressure or embarrassment in the media.

However, I think there are a few chinks of light now that the rules are outside of EASA's exclusive remit. With new actors now involved in the process that don't have entrenched positions – the European Parliament, other commission Directorates, etc. – it seems there might be more room for movement.

“ECA will continue to advocate that scientific recommendations and best regulatory practices must become the core of EU's future FTL”

In light of our experience with EASA and the media, it is clear that our level of success is going to be dependent on our members - the MAs and their pilots out there flying 'the line'. We must generate enough noise and pressure to grab the attention of the remaining decision makers and make them think. I am confident that if we really want it, and bring enthusiasm and momentum to the upcoming European Walkout and related lobbying, we will see further beneficial changes. But they won't happen on their own.

And of course, here at ECA we will continue to advocate that scientific recommendations and best regulatory practices must become the core of Europe's future FTL rules.



New horizons for External Relations

As we reflect on a year that has seen Europe and its airlines hit harder by the recession while Gulf carriers have continued their expansion, it is clear that the aviation market is facing important changes. In September, Vice-President and Transport Commissioner Siim Kallas officially presented the new EU aviation external policy. Anticipating the changes in the aviation landscape, ECA has worked to maintain and strengthen its expertise on external relations.

As the EU has come closer to achieving its External Relation policy objectives the time for reassessing the important aviation key partners has come. ECA has actively contributed to shaping the new External Relations policy by delivering analysis and recommendations to policy makers.

We act

ECA has keenly participated at the preparatory sessions of the European Commission's Consultation Forum on Aviation, provided briefings for consultants and a presentation at the symposium on the Future Communication of the Commission.

Throughout this active engagement ECA has continuously called for putting measures in place to ensure fair competition between the EU and third countries.

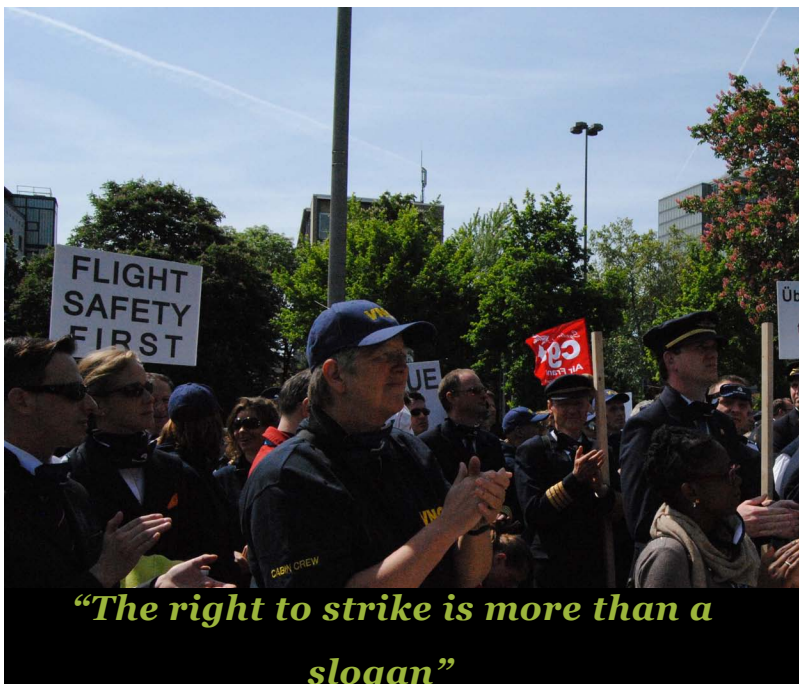
ECA has also advocated for finding a solution for pilots of Trans-National Airlines to be able to negotiate, agree and enforce a Collective Labour Agreement applicable across their companies' bases.

The European Commission's proposals to reshape its External Aviation Policy through increased aviation liberalisation at EU level will focus on 3 pillars:

1. Creating new opportunities on growth markets. Among the future aviation partners are neighboring countries and Turkey, China, Japan, Gulf carriers, Egypt, Russia and India.
2. Defending EU carriers against unfair competition
3. Tackling restrictions on airline ownership and control

2013 highlight: In order to safeguard fair competition, the Commission is proposing to develop new EU instruments to protect European interests against unfair practices. ECA will continue to participate in the stakeholder consultations.

Green card for Social Rights, Yellow card for Monti II



2012 has been an economically challenging year. Concerned with the large number of pilot job losses and the growing commercial pressure, ECA has again stood up for the social rights of pilots. We continuously drew attention to abuses of temporary/agency work, bogus self-employment and unfair competition. Our engagement was translated into a position paper on "hot social issues" submitted to the social dialogue plenary and successful advocacy efforts against the Monti II Regulation.

We act

The right to industrial action

The right to strike has been recognized internationally as a fundamental right of workers and their organizations. Despite the commitment made by Commission President Barroso at the time of his re-election, the proposed Monti II regulation was neither removing

the current barriers to industrial actions in Europe nor was it providing solutions to the problematic situation created after the Viking and Laval judgments. On the contrary, the regulation only threatened to further undermine this fundamental right.

Throughout the year we have successfully advocated for preserving the right to strike. The ECA Conference in Paris adopted a strong statement rejecting the EU Commission's Monti II proposals on the exercise of industrial actions. The statement emphasized the importance of treating fundamental rights and economic freedoms in the same manner. ECA also requested establishing an appropriate legal framework where workers and their fundamental rights are not compromised by economic interests.

To discuss our position and present our key proposals, ECA was invited by the British MEP and S&D vice-president Stephen Hughes in Strasbourg. ECA's statement has also been widely distributed to MEPs and Commission representatives. Our advocacy efforts and engagement with policy makers have paid off in September when the EU Commission was forced to withdraw Monti II after

19 national parliaments gave "yellow cards" to the regulation.

Protection of posted workers

To increase the protection of workers temporarily posted abroad, the European Commission has proposed a new Enforcement Directive.

The revision of the Posted Workers Directive is crucial to pilots as their profession often implies high mobility and cross-border services provision.

ECA met with the office of the EP Rapporteur of the dossier, Ms. Danuta Jazłowiecka, to raise the issues of possible fake self-employment and abuses of successive fixed contracts. We have also requested that local unions are given capacity to denounce breaches of labour law concerning posted workers or to highlight irregularities without needing the mandate of the posted workers.

Challenges ahead for aviation



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ECA's Safety Strategy Task Force

Modern aviation is categorised as one of the most complex industries, facing multiple challenges. To identify and draw attention to these safety issues, ECA created a "Think Tank" - the Safety Strategy Task Force (SSTF) - with a mandate to draft an action plan and assist the ECA board in implementing it.

In 2012 the SSTF has worked on two in-depth documents providing analysis and prescriptions on how to identify the future challenges of aviation.

'Baseline 2012' analyses the most significant threats to aviation by taking a pilot's point of view. It identifies 4 key concerns for tomorrow's aviation environment: inadequate regulations, data, fatigue and pilot training and strategies to avoid or mitigate these.

The second document, 'Legislation and oversight in the civil aviation industry: can it guarantee safety?' examines the limitations of the current regulation system in the aviation industry.

ECA believes that tomorrow's challenges should be addressed today

The traditional approach of regulatory oversight is the most up-front method of ensuring the safety standards of any organisation. The shift from compliance-based to performance-based oversight together with a widespread complexity in aviation

is a major challenge. The document looks into the methodology of rulemaking in aviation and illustrates with cases of failed regulation in other industries.

2013 highlight: A campaign to launch the ECA Safety Strategy will be developed in 2013.

ECA believes that protection of sensitive safety information and stricter independence of safety investigation from judicial investigation are crucial prerequisites to ensure aviation safety today.



Flight Data protection

The release of the Cockpit Voice Recordings (CVR) from the Spanair Flight JK 5022 in a number of media in September 2012 sadly reminded about the importance of flight data protection. ECA believes that protection of sensitive safety information and stricter independence of safety investigation from judicial investigation are crucial prerequisites to ensure aviation safety today.

In 2012 we have continued to advocate for protection of flight data by widely promoting active cooperation between safety investigation authorities and judicial authorities. To reinforce this, ECA developed an Advance Arrangements template in cooperation with IFATCA.

This template was officially presented by ECA to all European Accident Investigation Boards (AIBs) during a European Civil Aviation Safety Investigation Authorities (ENCASIA) Meeting in February 2012.

This contribution was well received and broadly disseminated within the community of safety investigation authorities. Better protection of sensitive data will remain a priority for ECA and the pilot community will further continue to advocate for the Advance Arrangement template to be a reference document in future discussions at national level.

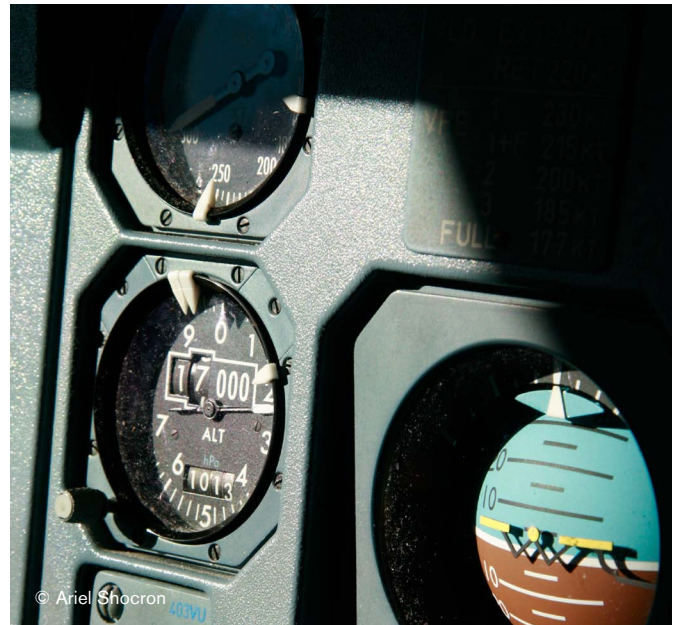
In the context of the European Flight Recorder Partnership Group (EFRPG), ECA also made a strong plea to better protect the sensitive safety information. The possibility to extend significantly the duration of CVR (concept of very long duration CVR) was discussed and the group was requested to provide advice to feed an Initial Safety Evaluation before a rulemaking task is launched. ECA was able to include several recommendations that target a better protection of data and also prosecution of abuse or misuse of data. This contribution has been widely supported within EFRPG. With these proposals, ECA's key concerns and demands for better protection of data and more stringent enforcement of rules are clearly marked.

Flight Data Monitoring Guidelines

Flight Data Monitoring (FDM) can be a very valuable tool to identify hazards and maintain the associated risks at an acceptable level and therefore improve the safety of an operator's flight operations. Ultimately, in order to function properly, an FDM system needs the trust of crews that are being monitored. As such, it is also related to Just Culture Concept Principles which need to be understood and applied within the organisation.

ECA's Flight Data Working Group felt it was necessary to develop guidelines regarding the development of an FDM agreement at company level. These ECA-labeled guidelines include key principles. They also address sensitive issues such as confidentiality.

The ECA guidelines were presented in the context of the European Operators FDM Forum recently created by EASA. The guidelines have already been embraced by stakeholders and recognised as reference document, which will help shape EASA-labeled guidelines. As evidence, ECA's footprint is clearly identifiable in the available draft document.



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Revision of EU Occurrence Reporting Directive

Creating a “no blame” environment, based on trust is an absolute prerequisite for obtaining good incident-related data and for improving safety.

Over the last year, ECA has significantly contributed to the on-going revision process of the existing EU Occurrence Reporting Directive. The revision is a direct result of ECA's active advocacy during the discussions of the Accident Investigation Regulation. Concretely, ECA's has intensified its advocacy efforts for adequate EU legislation, including clear provisions regarding administration of Justice, to protect data and reporters.

To achieve this ECA worked with EU Commission services to provide advice and inputs to the preparatory stage of this new regulation.

In April, ECA contributed to the Workshop on Just Culture and was able to gain visibility by presenting the pilots' community views on this crucial subject. Through our active involvement in the public consultation, ECA's input was praised by stakeholders and policy makers.

Rethinking pilots' role in the security chain

Pilots are important in part of the security chain and should have access to priority lanes at security checkpoints and be only screened on a random basis.

Over the past year, we continued to advocate for a common European Crew Identity Card based on biometrics as an essential tool to prevent insider threats and to improve the overall aviation security system's efficiency.

Most recently, the EU Commission has a new approach to security and has recently issued a paper on how to address future security measures. The draft paper heavily relies on the notion of 'risk based approach' as presented by ICAO in its Security Management System.

One of the first measures adopted by the Commission was to differentiate passengers from staff at security check points. This shows the Commission's approach is changing nevertheless this dichotomy is not justified as not all 'staff' have the same role to play in the security chain. Pilots are responsible for security on board of their aircraft as the police are on the ground, but such roles are never endorsed by cleaning agents or security screeners.



EASA

Performing safety oversight in the evolving world of safety management systems is a significant challenge to both regulators and service providers in aviation. ECA believes that neither the increasing complexity, nor the tight economic situation should have a negative impact on safety oversight.

Throughout the year, ECA has continued to advocate for hard prescriptive limits to underpin performance based regulation.

As EASA is moving towards performance based regulation and SMS systems run by the operators and overseen by the authorities, ECA has emphasized the importance of effective ability of safety oversight. ECA highlighted these concerns during a panel discussion at the annual EASA Safety Conference “Safety Oversight: Managing Safety in a Performance Based Regulatory Environment”, held in October 2012 in Cologne.

Our main concern that neither national authorities, nor EASA possess the resources to provide effective oversight has helped move thinking among policy makers. Following a private meeting with EASA Executive Director, Mr. Patrick Goudou, ECA's main concerns have been reflected in one of his wide-read editorials of EASA News.

To increase its efficiency and effectiveness, in 2012, the European Aviation Safety Agency (EASA) established a new rulemaking process.

As a key stakeholder, the ECA ensured that all stakeholders will be equally engaged in the rulemaking and consultation process. The first revision of EASA's rulemaking procedure contained signs that this will not be the case.

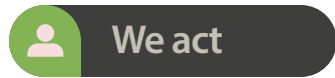
ECA has taken a strong position against the exclusion of a second commenting period (CRD) and the introduction of a new Rulemaking Advisory Group consisting of high level representatives from national authorities who would have complete control over the process and outcome of every single rulemaking task. ECA addressed these concerns directly to EASA and its Safety Standards Consultative Committee, responsible for amending the rulemaking procedure.

This resulted in a better equilibrium between authorities and stakeholders' input. Among the changes introduced is also the possibility of a limited second consultation round, when necessary.



Pilot training

Pilot training is under increasing economic pressure whilst the challenges increase on how to train pilots and find the correct balance between managerial and aviator skills.



In 2012 we continued to advocate for better and thorough pilot trainings. In September 2012, ECA met with EASA and presented its view on pilot training based on IPTS (IFALPA Pilot Training Standards). Both EASA and ECA agree on the core principles and EASA encouraged ECA to develop a more detailed IPTS. The outcome of the meetings is also that we have established an important direct communication line to discuss pilot training. Two important documents have also marked 2012.

In September 2012, IFALPA published the first version of the IFALPA Pilot Training Standards. The document is the product of operational pilots from 23 countries from 5 continents and contains a wealth of expertise in pilot training. ECA and several of its European Members have been the driving force behind IPTS. An updated European version is under development for publication

Health & Safety

It is crucial to have pilots at the controls of aircraft who are and remain in their best possible shape while on duty in order to ensure the safety of the flight.

To draw the attention to health and safety issues ECA has established a meeting platform for Member Associations to share best practices, information and studies. Key subjects such as ramp and safety awareness training, laser illumination, personal safety equipment, noise and vibration injuries are discussed during these meetings.

2013 highlight: To strengthen our position on health and safety issues and define a list of short and long term action items, ECA has applied for membership of the European Agency for Safety and Health at Work 'Healthy Workplaces' campaign. The campaign will raise awareness of health and safety issues within the pilot community and will be used as a platform for exchanging good practices with other professions.

in 2013 and will go even deeper into the pure pilot perspective on best practices in the development of a professional pilot.

Pilot training is under increasing economic pressure

Earlier in 2012, EASA presented its Automation Policy, drafted by the Internal Group on Pilot/Personnel Training. The document addresses subjects such as flight deck automation management, simplicity of operations, situation awareness, failure detection and management, the need to retain basic manual flying skills and flight crew cooperation and communication aspects.

2013 highlight: Next year, EASA will present an updated version of its automation policy and ECA's European IPTS will be instrumental.

Cabin air quality

For many years there has been an on-going and wide-ranging debate about the harmful (long) term health effects of air polluted by engine fumes. In combination with bleed air systems, burned oil fumes can enter the air-conditioning packs and contaminate the cockpit and cabin.

The uncertainty surrounding the issue inspired ECA to facilitate the pilot community in finding a unified approach on how cabin air contamination should be addressed.

In January 2012 ECA was ahead of other stakeholders in organising a dedicated workshop where pilots and experts discussed cabin air contamination. Hosted by ALPL, the workshop gathered 16 experts from 10 ECA Member Associations. The general conclusion of the event was that fume events do compromise flight safety and ECA needs to engage with European policy-makers to raise awareness, clarify existing procedures and encourage development of new technologies and scientific studies on the long-term health effects.

This view was acknowledged in a position paper, adopted by the ECA Board. The position paper was praised by other stakeholders and served as a basis for discussions in IFALPA and EASA.

Air Traffic Management & Airports



Throughout the year, ECA made a key step to ensure pilots' footprint in the area of air traffic management and airports. Our primary focus is on ensuring that pilots, as the front-end users, are involved in the development of new systems and are able to provide their operational expertise when new rules and initiatives are worked out.

The airports sub-group of the ATM-A WG reviewed EASA's draft NPA for aerodromes. This extensive document of more than 1,100 pages was carefully matched against the ICAO SARPS by the experts, who provided more than 200 comments. The process took four months of extensive work and coordination to deliver a comprehensive input that merged present state of the art developments with more traditional prescriptive rules in the field of aerodrome safety.

Active participation in SESAR

Throughout 2012, ECA's experts have helped shape the future of a modernised European Air Traffic Management system by actively contributing to several projects of SESAR, the Single European Sky ATM Research programme. Among others, the topics covered are airborne safety nets, airborne separation systems, meteorology, airport safety nets or CCO/CDO (Continuous Climb Operations/Continuous Descent Operations). Moreover, ECA has been actively involved further developing the SESAR concept of operations, which is the basis of the future air traffic management system, a system which aims at better performance and efficiency. In 2013, a number of safety cases will be carried out and ECA's expertise will be brought in.

A number of ECA experts have also participated in the so-called SESAR International Validation Team. This platform is part of the programme and involves experts with operational background, coming from professional staff organisations. They participate in validation exercises organised to measure the maturity of the concepts and systems developed within the SESAR projects. The role of the expert Validation Team is crucial for determining the further process of industrialisation and deployment of the breakthrough technologies.

ICAO 12th Air Navigation Conference

The 12th Air Navigation Conference taking place in November will agree at political level on a number of orientations and reference documents in the field of ATM, especially a revised Global Air Navigation Plan.

As a well-recognised aviation stakeholder, ECA was part of an ECAC-wide coordination to prepare and present as many European Working Papers as possible to the ANC.

ECA had already provided extensive comments on a number of key topics such as interoperability, safety nets, MET or RPAS. The comments and recommendations were warmly welcomed and taken into account.

Moreover, ECA was instrumental in the development of a Working Paper about harmonised transition altitude put forward by IFALPA in the context of the conference.

Remotely Piloted Aircraft

Instrumental contribution to the development of the European Action Plan for the Prevention of Runway Excursion (EAPPRE)

In 2012, ECA continued to advocate for prevention of runway excursions and runway accidents by making the European Action Plan for the Prevention of Runway Excursion (EAPPRE) as ambitious as possible and as close as possible to operational reality.

All along the process and despite a tight timeframe, ECA's experts have been actively involved in providing inputs based on their unique operational experience as front-end users.

When necessary, ECA was able to voice its concern and put forward strong views. The establishment of Local Runway Safety Teams (LRSTs), which are intended to facilitate effective local implementation of the recommendations contained in the Action Plan and to stimulate proactive management of runway safety, is an example which speaks for itself. The composition of LRST was a major concern for ECA which successfully secured after some initial reluctance that local pilots' associations are clearly stated as a required member of a LRST, not as a possible substitution to Airline representatives.

The plan was developed in the context of EUROCONTROL and is to be released soon.

Military exploitation of RPAS in all shapes and sizes has grown exponentially in the recent years. However, discussions on, how to integrate RPAS commercial operations into civil airspace and what the requirements for pilot training should be are still on-going.

In the past year, ECA has played a key role in shaping perceptions on various safety principles related to RPAS by providing input for the UAS (Unmanned Aerial Systems) Panels and taking the lead on the RPAS FCL issues, such as licensing and training of RPAS pilots.

The UAS Panels are a series of workshops, organised by the European Commission throughout 2011-2012, aiming at creating a strategy for UAS in the EU.

The policy document produced by the EU UAS Panel summarizes the current situation for RPAS, as well as the key challenges and obstacles, which need to be addressed to ensure full integration in the Single European Sky.

As a result the European RPAS Steering Group was set up and will propose by end 2012 a concrete way forward to launch incremental initial integration of RPAS in the European airspace as of 2016. The work is expected to focus for the time being only on viable business cases and start with aerial work below 400 ft and in a line-of-sight of 500 m.

Helicopters



Helicopters continue to have the highest accident rate amongst commercial air transport operations and aerial work

Despite differences between helicopter operations and fixed-wing operations, the challenges for helicopter operations are equally important to tackle.

ECA's HEL Working Group has continued to advocate for harmonised rules in Europe that would help improve safety levels with a focus on three EASA rulemaking tasks: FTL for helicopter and fixed wing emergency medical services, offshore operations and ditching. As the European regulator, EASA is the main interlocutor for ECA regarding helicopter safety. Because of the complexity and the broad portfolio of the HEL WG, a major challenge for ECA will be to continue to provide high-level expertise in the years ahead.

2013 will be a crucial year, marked by the publication of the preliminary NPAs of the abovementioned rulemaking tasks.



New Flight Time Limitations, old concerns

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After reviewing more than 50 000 stakeholder comments on the initial proposal (2010) for Flight Time Limitations, in January 2012 the European Aviation Safety Agency came forward with a Comment Response Document (CRD), which contained several improvements.

Nonetheless, the publication of the Final FTL Opinion in October revealed that neither scientific recommendations nor best regulatory practices from studies commissioned by EASA are considered valuable by the Agency. The Opinion was not only further watering down the provisions in the CRD but would lead to lower safety standards in several European countries, including in some major aviation markets.

In 2012 ECA continued to strongly advocate for safe and science-based FTL rules. ECA has participated in EASA's Rulemaking Group on FTL and provided comments on both the CRD and the Final Opinion. We continuously engaged with key policy makers, including EU Commission representatives and MEPs. In a series of meetings with EU officials, ECA has called for scientific evaluation of the Final Opinion before EU Member States and the European Parliament deal with the text.

'Barometer on pilot fatigue'



In our advocacy efforts we received strong support from Member Associations (MAs). Across Europe, MAs reached out to their national authorities to promote specific changes that would put passenger safety first. In addition, several surveys on pilot fatigue carried out by Member Associations demonstrated that pilot fatigue is a reality in Europe's cockpits.

These surveys were compiled in a 'Barometer on pilot fatigue'. This widely-read publication generated a lot of media attention at a time when the general public needs to be aware of this problem.

FTL Media Briefing

The experience gained through this event has urged ECA to seek closer relations with the media. Prior to the publication of the Final Opinion, ECA organised an FTL press briefing for a select group of journalists. To even further shape the debate, ECA took the opportunity to present its key concerns by 'hijacking' EASA's press conference on 1 October. While EASA was presenting its opinion, ECA was engaged with the journalists and distributed press materials in front of the Agency's Brussels office.

Petition

ECA also launched a call to European citizens to give their support for safe and science-based FTL rules by signing a petition. The petition on www.dead-tired.eu has so far been signed by more than 80,000 Europeans. ECA's FTL campaign has been widely reflected in publications on the dedicated campaign website www.dead-tired.eu and ECA's social media channels.

For more information visit www.dead-tired.eu

Captain Dead Tired videos

To help spread the word, ECA produced a video clip illustrating the lack of 'safety' perspective in EASA's proposal. The 1'30" animation is available in 5 languages and presents the adventures of "Captain Dead Tired", a fatigued airplane flying around EASA's building. The video has been well-accepted and widely shared across the internet. A second video will be released later this year.





Aircrew demonstration in front of EASA

On 15 May ECA successfully organised a large demonstration in front of the EASA building in Cologne with over 300 pilots and cabin demonstrating against the proposed rules. In a joint effort with the European Transport Workers' Federation (ETF), ECA engaged the attention of European passengers and warned them about the safety risks associated with aircrew fatigue.

The key message was that under the new Flight Time Limitations Europe is "Sleepwalking into disaster". The demonstration took place a day prior to an EASA stakeholders' meeting and received good press coverage across Europe. Media outlets such as BBC, DW, The Guardian, The Independent, WDR, Le Figaro, VG, Politiken, EurActiv, etc. have published influential coverage in multiple languages.

2013 highlight: In 2013 we will continue to advocate for safe and science-based FTL rules. To emphasize the message we will organise a EU-wide Walk-Out during a European Action Day.

Creating unity

Your vote, your future!

The expansion of low-cost airlines over the past years had significant implications for the pilots' profession.

A company, such as Ryanair, operating a very wide network and carrying out a high rate of pilots' rotation across it, challenged the ability of pilots to get together and be represented collectively.

ECA believes that irrespective of the company pilots are working for, they must have access to a platform, where operations and company-related matters can be discussed.

In June, the ECA Conference adopted a motion to protect the integrity of the pilots' profession. The motion recognised the progress made by pilots of Ryanair to organise themselves, with the support of ECA and its Member Associations and encouraged all similar pilot groups to work together to collectively protect their interests. The Conference also emphasized the importance of pilots all over Europe supporting this initiative.

Through a series of Ryanair base visits, hosted and sponsored by ECA Member Associations, ECA made important progress

www.ryanairpilotgroup.com

towards establishing a communications channel between pilots. This initiative drew the attention of many Ryanair pilots, who were then keen to join ECA Member Associations. By joining our MAs pilots are setting an important step to enable communication and obtain access to legal advice.

A second important action towards facilitating communication between pilots was supporting the Ryanair Pilot Group (RPG). The group has already developed a comprehensive media strategy and guideline for communications. Two powerful videos asking for support from all European pilots have also been produced and circulated online.

2013 highlight: The project and its way forward will be further developed and presented at the ECA November Conference.

ECA engaging the pilots, engaging the public

Several major communications milestones have marked the past year at ECA. The website www.eurocockpit.be was thoroughly redesigned to reflect the new visual identity and logo and a new Communications Officer joined the team.

Website: Throughout the year ECA's website has established itself as our most important public communications tool, with more than 112,000 page views and 41,300 visitors annually. The new website also hosts a greater members' area, with a wealth of information and resources for ECA Member Associations.

In addition to articles and relevant information, the website incorporates more rich media content such as videos, podcasts and multimedia presentations. In November, ECA published its first podcast, in an effort to produce content which will reach wider audience and will serve as feed for journalists and stakeholders. 2012 was also marked by the production of two videos to support our efforts for safe and science-based Flight Duty Times.

The two animated videos were launched in October and November and have been viewed more than 26,000 times on ECA's webpages and Social Media channels only. A Facebook page dedicated to the fictional character of the videos, Captain Dead Tired, has established a good following, with more than 2,800 followers within only one month after the launch.

Social Media



Over the year ECA has strengthened its position on Social Media. In the past 3 months only, ECA reached more than 162,000 people on Facebook and has started a Twitter account with already 90 followers. Our presence on YouTube and Vimeo was expanded to include a full library of all our videos, including interesting media reports and interviews with ECA. Due to this increasing engagement with social media, these tools are unquestionably an essential part of ECA's advocacy efforts today. Facebook is also currently the number one referral site to eurocockpit.be.



engaging the public

41,300

visitors on www.eurocockpit.be

112,000

pageviews on www.eurocockpit.be

26,000

views of Captain Dead Tired video

Traditional media

ECAs traditional media impact in 2012 has continued to be strong, with more than 100 newspaper articles, TV/radio programs and new media outlets in numerous languages covering e.g. the demonstration in May 2012 and quoting ECA or its Member Associations. To reinforce existing and develop new long-term relationships with the editorial boards and journalists, we have also started organising informal media briefings where ECA gives technical background and information on important issues which are on the EU agenda. Last but not least, a new Communications Officer joined the ECA team in August.

2013 highlight: Strengthening media relationships and Social Media presence are the priorities for the upcoming 2013.



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