

# ANNUAL REPORT 2022



**ECA**

European Cockpit Association



# HIGHLIGHTS

# INTRODUCTION

**Capt. Otjan De Bruijn**

ECA PRESIDENT

*Two years ago, I witnessed a sad and horrific picture of airport aprons, taxiways and even runways full of parked aircraft. These beautiful machines as well as many of our colleagues were left unemployed and with nothing more than a wish for a swift retreat of the virus. The start of 2022 was full of hope that the pandemic was behind us and many workers in the aviation industry breathed a sigh of relief that we were getting back to normal. Even a 'new normal' was predicted.*

*Passengers who have travelled in the past year have been confronted with this new 'standard' style of travelling: flight delays and cancellations, misplaced luggage, massive lines for check-in and security. Many of these problems have been created by an industry-wide labor shortage. At the start of the pandemic, European airlines offered employees retirement packages, forced leave, or just laid off a chunk of their pilots. During this past year, these same airlines are struggling to train and certify new pilots quickly enough. Fortunately, in 2022 many unemployed colleagues are finding a way back into the cockpit and slowly but surely the terms and conditions are starting to get back to the pre-pandemic levels.*

*For our association, this also brought a full recovery of face-to-face meetings and conferences. This has certainly given a boost to several subjects, which were on the backbench during the COVID crisis: attention to sustainable aviation, pilot fatigue and the need for revising the FTL rules, as well as more active discussions in the field of Urban Air Mobility & drones. We also actively promoted a safety-first approach during this summer's heavy operational disruptions, and spent time and energy on putting the spotlight on certain airlines'*

*dysfunctional corporate safety cultures, such as Wizz Air. This annual report provides a short overview of these topics and a glimpse of what we are doing & what might be coming.*

*We are also facing a clear challenge with developments on the revision of the EU Air Services Regulation 1008/2008 as well as on Reduced Crew Operations. All this needs to be placed and read through the prism of the energy crisis and ongoing war in Europe. Each of these will have a permanent impact on our profession in the future. So, the "new normal" is not going to remain the new normal.*

*I am confident that together with the support of our Member Associations, pilot experts, representatives & our motivated team in Brussels, we can tackle the challenges of the future – and to keep flying safe, resilient and socially responsible!*

*O. de Bruijn*

# INCOMING | OUTGOING

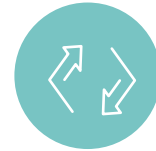
*In the past year we welcomed two new staff members in our Brussels office.*



**Anastasiia Prychta** joined us in March to help support our industrial work. She is a lawyer specialised in international law, who also completed the College of Europe (LLM in European Law, June 2021), did an Erasmus stay in Cyprus (2019) and has done several internships since then and during her studies. She joined the ECA team in a particularly difficult period when her home country Ukraine was invaded by Russia. Despite this, she offered full dedication and inspiring work to the ECA team from day 1.



In October, **Florian Zemanek** joined ECA as our future new Office Manager. Florian is Austrian and holds a degree in Chinese studies, has a broad professional experience, including an extensive background in hotel management in Belgium, where he acted as a team leader, had been running operations and all aspects of a hotel's administration.



In December 2022, **Anna Hagemajer**, will be retiring after 27 years of loyal service and dedication to ECA and Europe's wider pilot community. Anna has officially been ECA's Office Manager but many of you know her as the heart and soul of the association! Always there for the team, welcoming our experts and sympathizing with the issues at hand! We are thankful for the years of hard work and her much appreciated contribution to ECA – and wish her the best of luck in this new chapter in life!

“

*It is time for me to say goodbye to all of you after 27 years in ECA!*

*When I started working at ECA, the office was very small and located in the middle of nowhere in Brussels, on a street that even taxi drivers didn't know. There were only 2 staff members and the Secretary General – a retired French pilot Capt. Alain Duclos.*

*I liked the challenge that working for ECA offered me: first in organizing the office and then running the everyday life of the office and supporting, on administrative side, my fellow professionals, and pilots. I always believed to somehow contribute myself in all the challenges you were facing in improving the aviation world, taking actions on many fronts, and raising the voice at all forums and decision-making institutions.*

*I would like to thank you for these very interesting years spent with the European Pilots family and for the confidence my colleagues and you have shown in me for so long.*

*I found it not only an honour and a privilege to work with you, but most of all, I found it enriching and... just plain fun!*

*I will carry with me plenty of good memories. I wish you a huge amount of continued success for the many challenges ahead!*

*Anna Hagmajer*



**Anna Hagmajer**

OFFICE MANAGER

# SECURITY

## CONFLICT ZONES

**Sadly, the EASA Conflict Zones Platform is more relevant than ever. It is still without the European Pilots' perspective, but we are working hard to change that.**

The lack of clarity, coordination and guidance to pilots about overflying and flying to Ukraine at the start of the military conflict was alarming. This comes after repeated warnings that the efforts by Member States to improve the risk assessment by better information exchange and coordination has failed. ECA therefore sees the recently launched EASA Conflict Zones (CZ) Platform as a step into the right direction. In May 2022, ECA met with EASA and the Agency offered the possibility to introduce the Platform to ECA members. It was also agreed that ECA could be considered as an invitee to CZ events in the future.

While some Member States/airlines had stopped operating to Ukraine weeks before the escalation of the conflict, others continued to carry out operations until the airspace was officially closed. This was most notably the case for Wizz Air. The airline faced fierce criticism from its employees who attempted to slow down the flight operations and persuade Wizz to take the airplanes and crew out of the danger area. With no success.

## IN-FLIGHT SECURITY: A NEW CHAPTER

**ECA is renewing efforts to have a chapter on in-flight security in the Regulation**

Ever since the revision of Reg. 2015/1998 on the common basic standards on aviation security was announced by the European Commission, ECA's Chapter 10 draft on in-flight security has gained a potentially unique momentum. The new ECA draft was completed after years of dedicated work and submitted to the EU Commission for consideration.

## MORE DISRUPTIVE THAN EVER

COVID travel restrictions did not particularly smooth the flying experience of passengers. Add to this the summer chaos in air travel and you get an explosive mix which has led to a strong increase of verbal and physical violence from passengers. In October, ECA pledged to work with other stakeholders against the phenomenon of unruly passengers.



[READ STATEMENT](#)



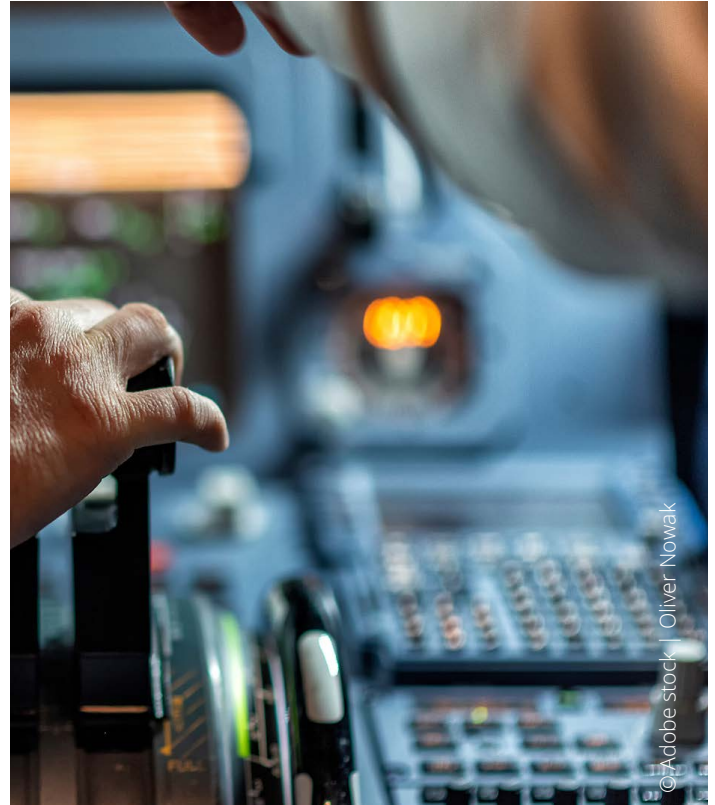
## CYBERSECURITY

**Cybersecurity was one of the most intensive workstreams in the security area of the past year.**

With over 20 virtual meetings so far this year, the work on Acceptable Means of Compliance and Guidance Material on cyber security has progressed substantially. Our experts have contributed to shaping the Regulation and the related materials, bringing the section on cyber threats examples closer to real-life crew scenarios. Through our input we aimed at a better-defined risk assessment methodology and a well-documented overview of everything that affects aircrew.

Our delegates went above and beyond to ensure pilots' concerns are taken on board in the framework of the European Civil Aviation Conference (ECAC) Cyber Working Group & the Penetration Testing Study Group meetings.

Last but not least, the cyber security perspective has also been important in the process of Data4Safety – an EU-wide data exchange and analysis programme. We have submitted implementation and proposals for streaming of flight data/data capture.



# FATIGUE: TOP CONCERN, LOW PRIORITY

**Despite reluctance from EASA's side, European Pilots are continuing to push for an urgent change of the FTL rules. After having been sitting on a known & documented safety risk for over 4 years, EASA is finally showing some initial signs of action...**

Fatigue tops the list of concerns among pilots in Europe already for years and is the primary cause of human errors. Back in 2018, an EASA FTL Effectiveness Study recognized night flights and disruptive schedules as particularly fatiguing and in need of regulatory adjustments. It wasn't until May 2021 that EASA shared with stakeholders some proposals for amending the faults in the regulation. Those proposals however were quickly taken off the table due to backlash from airlines.

In the meantime, our representatives have in the past year vocally advocated for swift changes during the EASA FTL/ FRM Flight Standards Technical sub-group meetings. This message was also voiced during a high-level meeting with the EASA Executive Director Patrick Ky in September 2022. And while it was worrying that EASA stated they do not see FTL rule changes as priority, initial signs received after that meeting indicate that EASA may – finally – be ready

to take action. Failing to do so would mean that EASA does not take its mandate as safety regulator seriously. For sure, ECA will keep pushing and will contribute to any rule changes that EASA may now propose.

## **COMING UP: IFALPA FRMS TRAINING COURSE – EUROPEAN EDITION (DECEMBER 2022)**

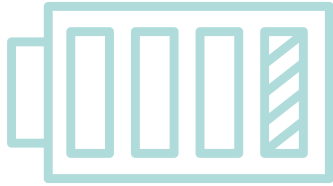
As the industry lags behind on the implementation of Fatigue Risk Management (FRM), its potential remains untapped. To change this, European Pilots are following in the footsteps of IFALPA and launching an FRMS training course. The objective of this course is to educate pilots on the issue of fatigue from a scientific perspective, train new Fatigue Risk Management experts and so help build bottom-up better safety culture in airlines. The first edition takes place on 7-8 December 2022 in Luxembourg.

OUR GUIDE ON COMMANDER'S  
DISCRETION REMAINED  
ONE OF THE MOST READ  
PUBLICATIONS ON ECA'S  
WEBSITE



[DOWNLOAD](#)





# SUMMER FATIGUE ALERT!

Was the past summer of flight disruption caused by the perfect storm of a sudden intensive post-COVID ramp up & staff shortages? Or was it rather a planning failure on the side of airports, airlines and other industry player?

No matter the answer, crew were faced with unrealistic flight schedules, longer hours and days – and dangerously high levels of air crew fatigue. ECA therefore called upon EASA to urgently issue a Summer Disruption Safety Bulletin with guidance on how airlines and airports can safely manage the summer chaos.

In addition, ECA published wide-read guidance for pilots on preventing fatigue and a dedicated 'Summer Disruption Checklist' to help them cope with the multiple pressures of operating during the summer. Safety first – especially during operational disruptions!



## Debrief the lessons learned

Take a couple of minutes to review the day with your crew and have candid feedback from all of them. Despite the possible stresses and frustrations every flight is an opportunity for positive take-aways.

# CLIMATE CHANGE

## ALSO AN AVIATION PROBLEM

**ECA is supporting aviation's short-term objectives by promoting operational measures to lower emissions. At the same time, we are working with the industry and decision-makers on common long-term strategic solutions for a sustainable aviation.**

In the past year, more than ever, environmental sustainability was front-and-center of the discussions about the industry's future. This was also the case at ECA, where we focused both on long-term as well as short-term solutions.

The bottom line is that pilots do acknowledge that aviation is part of the environmental problem and are ready to contribute within their own remit to the solutions.

In a [newly published position paper](#), ECA outlined ideas for operational measures & eco-friendlier ways of flying while securing the highest possible levels of safety. If aviation is part of the problem, it must also be part of the solution.

The paper called '[Securing a sustainable future for aviation: The pilots'](#)

[perspective](#)' was also echoed in the media and serves as a basis for our future work in the environmental field. The leading philosophy of this paper is what we see as a balanced attitude towards the green transition.

Along with that, our experts continued to follow the ongoing legislative files, which offer a long-term strategic outline for the industry: ReFuelEU Aviation, the EU Emission Trading Scheme/ETS, and the Energy Taxation Directive under the Fit for 55 Package.

In the context of the '[Fueling Flight Initiative](#)', in February 2022 ECA teamed up with major carriers including Air France-KLM, easyJet, and Ryanair, as well as non-governmental organizations such as Transport & Environment, to express support for the European Commission's Sustainable Aviation Fuels plan. Next to support for the proposal, we reiterated the need for more ambition when it comes to the sub-targets for e-kerosene or the creation of European SAF industrial alliance. In the meantime, all 3 legislative files have been discussed in the European Parliament and the Council.

# THE COST OF THE GREEN TRANSITION NOT ON WORKERS' SHOULDERS

*Environmental sustainability is as important as economic as well as social sustainability. Growth in aviation is achievable if the right measures are taken soon enough. But the costs of the green transition must not be put on the shoulders of aviation workers and decent working conditions must be continuously ensured.*





## If 2021 was the year of Wizz Air's pilot awakening, 2022 was Wizz Air and its crew remaining in the spotlight.

Wizz is one of the largest low-cost airlines in Europe and the first one to get a European Air Operator Certificate under [EASA's safety oversight](#). Ironically, it is also one of the lowest scoring in the [Social Rating](#) Survey and well-known for its poor treatment of employees.

In the past year ECA continued to shine a light on the [airline's bad social practices and deficient safety culture](#). A leaked internal video statement by the CEO of Wizz Air, József Váradi, calling upon [aircrew to 'go the extra mile'](#) and to fly even when fatigued, was made public by ECA and generated 250,000 views on social media. The video and the accompanying ECA statement were widely covered by media and received attention both in the EU Parliament and among other aviation stakeholders.

The video was another element of concern to add to an already ongoing discussion with the European Aviation Safety Agency (EASA) and EU Commission about Wizz Air. In the past we had shared our concerns of a toxic safety culture, fatigue and pressure exerted on crew. The fresh 'evidence' prompted a series of meetings and discussions with EASA on this subject.

ECA took another important step to draw attention to this carrier: joining US-ALPA and numerous other US trade union organisations, we filed a public submission to the US Department of Transport (DOT), in February 2022, raising our concerns about Wizz application for a permit to fly to the USA. Exposing social malpractices and serious deficiencies in its corporate safety culture, as well as questioning the effectiveness of EASA's oversight on Wizz Air, ECA called upon the DOT to first assess EASA's ability to properly oversee Wizz, before granting any permission to fly transatlantic. Several months later, the DOT decided to refuse Wizz

Air's application and instructed the FAA to have a closer look at EASA's oversight role.

Ultimately, we felt the need to reach out to pilots at Wizz Air who don't have any access to legal or labour representation through a union. In June, together with FPU Romania, we organized a webinar for Wizz pilots focused on labour law in Poland, Romania, Hungary and Bulgaria. The webinar also covered aspects of social security in Europe and the many pitfalls of Confair agency contracts. The webinar provided an opportunity to gain further engagement from Wizz Air pilots and to raise awareness about certain (mal)practices at Wizz.

**European Pilots**  
@eu\_cockpit · Follow

Deficient safety culture alert!  
@WizzAir CEO encourages pilots to fly fatigued!  
It's like handing the car keys to a drunk driver.  
@EASA step in! You are WIZZ' oversight authority...

Watch on Twitter

... [now that ] everyone is getting back into work,

5:27 PM · Jun 8, 2022

Read the full conversation on Twitter

905 Likes · Reply · Share

Read 261 replies



**NEWS**  Menu

## Wizz Air boss sparks backlash over fatigue request

🕒 10 June



GETTY IMAGES

Wizz Air chief executive Jozsef Varadi said staff should go "the extra mile"

### ACTION-REACTION-INACTION?

ECA's actions did not go unnoticed by EASA and the EU Commission. The submission to the US DOT resulted in a temporary 'freeze' of political relations with EASA, and calls from the Commission's DG MOVE to withdraw our submission. However, Mr. Váradi's statement allowed ECA to again press upon EASA and DG MOVE, to meet them at political level, and to reiterate our call for urgent and effective action – which EASA promised to do.

Despite EASA's welcome pledge to act, it remains a fact that the Wizz Air CEO's problematic statement came less than 2 months after EASA's Executive Director had assured the Members of the EU Parliament's Transport Committee that the Agency's inspections "never indicated that there was a lack of safety culture in Wizz Air and that there was any kind of safety concern which we should have". One more reason for ECA to keep on the pressure, to communicate, and to maintain its role of a key and uncompromising safety advocate.

## TOP DIGITAL CAMPAIGNS

# AIRLINES' SOCIAL RATING

With an audience that is always on the go, having a digital, easily accessible, and mobile first information has become a key requirement for ECA's communications. This is why, when planning how to present the Airlines Social Rating results, we wanted an innovative and creative digital solution.

Ultimately, the results were showcased through an interactive dashboard allowing users to follow the narrative easily. Snippets of the dashboard were also shared on social media to make the results of the report more digestible.

The project was praised by communications professionals and featured as one of Brussels' Top Digital campaigns of 2021.



# 1008/2008

## A WINDOW OF OPPORTUNITY CLOSING SOON

**With the revision of the EU Air Services Regulation (Reg. 1008/2008) still pending, ECA continued to advocate for a proposal that would limit social dumping and the atypical employment abuses in Europe's aviation. But the window of opportunity is closing.**

For the past years ECA has advocated for a swift and thorough revision of the Air Services Regulation (Reg. 1008/2008). Even if consultations had already started, the real legislative work had been delayed – partly due to the COVID crisis, and partly due to a lack of political will in the European Commission.

In the past year, we therefore urged the Commission to prioritize the revision process. According to the procedure, it is the EU Commission that tables a proposal for the European Parliament and Council to subsequently work and vote on. However, the Commission had delayed the publication and with the European Parliament elections coming in June 2024, the window of opportunity for adopting the new legislation is closing soon.

ECA has warned the Parliament and the Council about the risk of running out of time. These concerns were heard as both Council and Parliament have made repeated calls for the Commission to swiftly publish their proposal.

In the meantime, our experts have dedicated considerable efforts to working out a strategy for the revision and on how to address the many challenges that need to be addressed by the revised Regulation. In the following months, we will count on our Member Associations, as well as every individual pilot to advocate and put pressure on decision-makers for a swift revision, which includes strong measures to close the social loopholes of the existing regulations. It is a unique opportunity for European pilots to raise their voice to defend their rights and the future of their profession, and to finally build a 'social pillar' into Europe's single aviation market.

# PARTNERS (IN CRIME?)

## **European pilots provide evidence to labour authorities of 4 EU Member States about wet-lease operations breaching laws and undermining workers' rights.**

Many airlines have already adopted "wet-lease operations" as a permanent feature of their business model and such wet-lease agreements became both longer in time and more frequent in nature. The COVID redundancies and insecurity accelerated this trend among European airlines, using ACMI 'partners' with questionable business and employment setups.

For workers, wet-leasing had indirectly translated into lower terms and conditions across the industry and given a boost to precarious atypical employment schemes. After years of trying to persuade decision-makers to look deeper into the issue, we took an even more hands-on approach.

ECA prepared an evidence file of a holding with around 90 aircrafts, whose business model centers around wet-lease and hiring of personnel through intermediaries. The evidence was handed over to the labour inspectorates across Europe, with the aim of setting off a series of simultaneous inspections of the problematic labour and social aspects of wet-lease operations in at least four EU countries.

The results of the investigations are still pending. In case the inspections prove the misuse of EU law, it will become powerful undisputable evidence for decision-makers to finally address the issues at stake – and to do so in a more systemic manner.

# INDUSTRIAL MANUAL

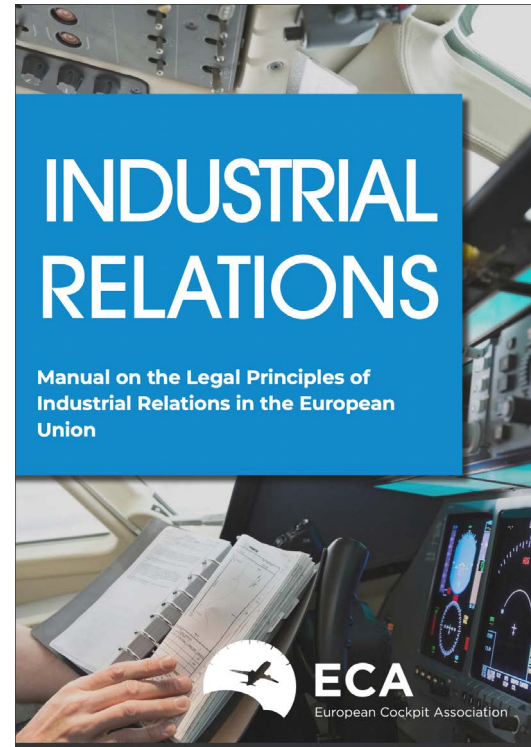
## EUROPEAN EDITION

### **One-stop shop for all industrial & labour legislation information: the European Industrial Manual**

There is a myriad of challenges, which pilots face when representing their colleagues and negotiating Collective Labour Agreements (CLAs). Over the years, ECA had been providing all relevant information about the European legislative framework to its Member Associations upon request. In the past year we bundled all this information in one single document – available to all pilot representatives – The European Industrial Manual.

The project was financed by the European Commission, was completed with the support of external legal experts, and resulted in this Industrial Manual – which should be seen as a complement to the IFALPA I-Manual. Presented and published in September during a 3-day TNA Seminar and Industrial Working Group meeting – attended by over 30 pilot representatives – the paper also contains a template framework CLA for Transnational Airlines (TNA) and is intended for TNA pilots wishing to explore further a common structure and foundation for their CLAs while allowing for specific national context.

The Manual can be seen as a logical follow-up tool to ECA's TNA Handbook (2018). These publications are a toolbox for ECA's Member Associations and pilot representatives to use in their negotiations and when shaping TNA-wide CLAs. Like any efficient tools they will be adapted and completed based on our pilots' and Member Associations' experience when using them.



# FUEL MANAGEMENT RULES

## ECA BRIEFING LEAFLET



This past year also saw the introduction of new EASA rules for fuel management. The rules introduce a substantial change for all crew across Europe. While ECA has been actively involved in the EASA work that led to the rules, in the past year we focused our work on raising awareness about the rules and preparing clear information for pilots.

We encouraged pilot participation in two EASA Webinars on the implementation of new rules and used them as an opportunity to clarify certain ambiguities in the rules.

Ahead of the entry into force date, we published [an information leaflet explaining the main changes](#), as well as assessing the weaknesses and the strengths of the new rules.

# REDUCED CREW OPERATIONS





**Despite millions of euros pumped into autonomous flight research, manufacturers are still failing to make a sound safety case for Reduced Crew Operations (RCO). Pilots are following the developments closely and pressure-testing all proposed solutions and philosophies.**

Already with the start of the EASA Expert Group on Extended Minimum Crew Operations (eMCO), ECA had taken a leading role in the discussions on the approval and possible future of Reduced Crew Operations. We have voiced our concerns on the overarching philosophy that wants to remove a crew member out of the cockpit. But equally important, we are assessing any technology, tool and method proposed by manufacturers in the RCO field. The EASA Expert Group is the most essential discussion platform at this stage and our active contribution there is under the leadership of two ECA Board Directors – Capt. Tanja Harter & Capt. Juan Carlos Lozano. The group will soon come out with an impact assessment on RCO called a Best Intervention Strategy (BIS) which will pave the way for the future of RCO.

We continued to explore the different aspects of RCO together with other industry professionals. In September ECA joined a panel discussion during the International Conference of Aerospace Medicine (ICAM 2022). On behalf of ECA, Capt. Juan Carlos Lozano discussed the pitfalls of the technology, which fails to keep the human at its core. He also participated in discussions on the possible medical (e.g. sudden and subtle incapacitation), psychological (screening, new requirements, peer support), and operational RCO aspects.

All this happens against the background of active engagement with Original Equipment Manufacturers (OEMs) on the subject of eMCO. ECA team had meetings and visits both at Dassault and Airbus to gain a first-hand impression and understanding of their eMCO vision. Even if manufacturers are likely to miss the self-imposed milestone of eMCO certification in 2025, there is a worrying sense of determination surrounding the project. ECA's role as an uncompromising safety advocate is therefore even more needed than ever.



**REMOVE BEFORE FLIGHT**

# ON THE PATH TO SUCCESS

## NEW ECA EXPERT TRAINING COURSE

ECA is working on a yearly basis with over a hundred experts from all our Member Associations, who participate in our Working Groups or contribute to different European Workstreams. This talent pool comes from across Europe and joins our ranks with a lot of knowledge and motivation. However, we have noticed the steep learning curve for our experts, often struggling with multiple European legislative processes and variety of institutions and bodies.

To equip them better and to make this transition to ECA work smoother, we put together a two-day course for our experts. Under the leadership of current ECA Board Directors – Capt. Paul Reuter & Capt. Juan Carlos Lozano – and a former ECA Director Capt. Álvaro Gammicchia, experts get the most essential tips how to better represent pilots on the EU level.



**1st course hosted by VNV**



**2nd course hosted by BALPA**

# EVIDENCE BASED TRAINING

## FOR HELICOPTER PILOTS

In the past year, ECA efforts and contribution to the rotorcraft Evidence Based Training (EBT) workstream were crowned with success. The issue was finally reflected in the [EASA concept paper](#) about helicopter EBT data report. This publication marks an important step towards the implementation of EBT in the rotorcraft community.

The EBT Concept Paper has been published as part of Rulemaking Task RMT.0599 that builds the case for extending the regulatory framework into helicopter operations. It sets out the baseline for a helicopter training programme and the different options available.

Our representative in the field is Capt. David Abad, a seasoned expert in both helicopter operations, as well as Evidence Based Training.

# RUNWAY EXCURSIONS

## PILOT'S BEST PRACTICES GUIDE FOR THE PREVENTION OF RUNWAY EXCURSIONS

Runway excursions are the most frequent accident type in aviation, for which the industry has worked out a detailed Global Action Plan for the Prevention of Runway Excursions (GAPPRE) Volume I and II. Both include contributions from the ECA community in which the best practices for flight crew from around the world are included.

# POST-COVID

The world is slowly emerging out of the pandemic, and so is the aviation industry. Throughout 2022, ECA Board Director Capt. Tanja Harter contributed actively to the workstream dedicated to Return to Normal Operations at EASA. She drew attention to the safety aspects, with a particular focus on having the crew competent and confident upon their return in the cockpit.

# EVENTS | MEETINGS

*Learning, advocating, discussing, challenging*

## ECA ATMA WG meeting at EUROCONTROL Innovation Hub (October)



Mapping the industry's future: A panel discussion on the future of the industry amidst rising inflation, high fuel prices, post-COVID debt, climate change challenge and return of growth (with a still shaky long-haul market) · Are we ready for the next disruptive events? Joining us - Transport & Environment's Aviation Director Jo Dardenne & Frédéric Deleau, EVP Europe IFATCA

## Transport & Environment & IFATCA @ ECA CONFERENCE



## ECA - Collins pilot focus workshop



## ECA & Collins Aerospace workshop (October 2022, Amsterdam)

Making sure our experts are well informed about the latest technologies in the development of the future flight deck, ECA joined Collins Aerospace Avionics in Amsterdam. The workshop covered future flight deck enablers & concepts, vision systems, all weather operations and global navigation systems.

## DG MOVE Urban Air Mobility & U-Space Hearing

The emerging Urban Air Mobility technologies require difficult policy and technological discussions about their integration into airspace. How do we provide an inclusive process for U-Space design and operations but keeping skies safe & secure?

ECA Expert Moritz Bürger spoke on behalf of ECA at the [EU Commission's Urban Air Mobility & U-Space Hearing](#)

## URBAN AIR MOBILITY & U-SPACE HEARING

**Q1: Societal Acceptance of UAM**

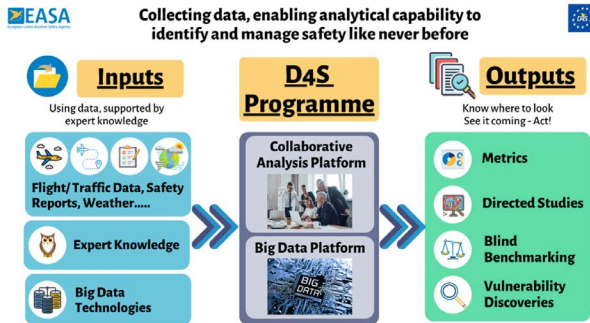
- Prerequisites: Safety, Security and Consultation
- NPA 2021-14 overall good but not binding enough
- Safety provisions and involvement of local stakeholders need to become AMC, not just GM

DG MOVE Hearing #1: UAM and U-space 12 February 2022 ECA

# DATA4SAFETY expands

For Data4Safety (D4S) 2022 has been a pivotal year. The end of the programme's Proof of Concept phase (PoC) has created two very intense and parallel workstreams as closing of one phase inevitably meant that the next phase had to be prepared as well.

The next so-called Development Phase is all about expansion and integration of the programme into the European aviation ecosystem. This expansion will mean that new airlines will get involved. Therefore ECA's Member Associations will get involved more and more as well, supported by the ECA's Flight Data Working Group. Furthermore, the programme will welcome a new group of stakeholders, i.e. ANSPs, thereby providing interesting additional know-how to further improve the quality of the data analysis tasks.



# EASA SAFE 360° conference

This past year ECA experts continued to advocate for more investigation and research into the potential consequences of UAS and aircraft/helicopter collisions (and their vulnerable parts). We already know that small drones cause most incidents around aircraft.

However, more knowledge and understanding would equip us better to prevent the risks.

ECA expert Rob Akron-Punselie (VC) vocally carried our message during a panel discussion on safe integration of drones into airspace at the EASA Safe 360° Conference.





## About ECA

The European Cockpit Association (ECA) was created in 1991 and is the representative body of European pilots at EU level. We represent over 40,000 European pilots from 36 national pilots' associations.



# ECA

European Cockpit Association

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