



ECA
Piloting Safety

Welcome!

by Nico Voorbach

On 25 and 26 June ECA held its 2nd annual Conference in Brussels. This event was a milestone for our organisation as we welcomed Israel and Morocco as new Associate Members, bringing the total number of ECA members to 39 pilots' associations. For many years both associations have worked with ECA and wanted to expand our cooperation. The decision to grant the Associate Membership was made unanimously by the current ECA Members. I am delighted to officially welcome them to the European pilot family.

During the Conference one of the big issues was the ongoing problem of the long-haul operations of Norwegian Airlines and the use of social dumping practices. In the past months we have sent numerous letters and met with authorities in different countries, trying to raise awareness about why this "business" model is unacceptable. Despite of our efforts, the European Commission strongly supports such a set-up, which ironically – in times of intensified efforts to stop tax evasion in Europe – reduces employment, moves tax and social payments out of the European Union.

By creating a virtual home base in Thailand and recruiting Thai cabin crew and European pilots through a temporary agency in Singapore, all European labour and social rights are undermined. A striking example is the avoidance of the new EU Regulation on social security for flight crew, which foresees payment and the benefits of social security in the country where the crew have their home base. By now technically moving a European Airline's base outside of Europe but maintaining the operations unchanged, this Regulation has become a paper tiger. The EU Commission Transport Directorate states that all sorts of competition are good for Europe, even if this means thereby undermining the importance of competition rules and the European Social model. But when social rights and fair competition are scorned this creates the ground for killing the European Aviation Industry and most of the jobs it generates.

We will keep raising awareness about EU legislation loopholes, such "business" models and the disastrous consequences it might have.

Further, we had to say "Goodbye" to one of our Technical Executive Board Directors Captain Burkhart 'Pete' Kaumanns who took the position of IFALPAAAP Committee Chairman and therefore stepped down from his ECA position. Under Pete's responsibility ECA made important achievements, such as the publication of the Flight Plan to Safety and the Civil Aviation Legislation & Oversight publications. We are very happy that another dedicated and knowledgeable pilot will soon take over Pete's role. So another warm welcome to Captain Paul Reuter! Welcome to the team!

Protecting Cockpit Voice Recorders Data

Recording conversations in the cockpit has since long been accepted by pilots as a normal and necessary part of their working environment since the related safety benefits are clearly understood. But in the face of a proposed 10-fold increase of Cockpit Voice Recording time in Europe, it is difficult to sweep aside the worries of the pilot community. Cockpit Voice Recorders (CVR) data have been too often misused: publicly leaked, generating speculation, interpretations out of context or used to apportion blame. Improved protections to avoid misuse are a crucial pre-requisite before EASA & the European authorities would approve an increase of the amount of CVR Data in circulation.

Ever since the introduction of the CVR technology, pilots are continuously recorded, with the CVR storing at least the last 2 hours of their conversation. Pilots submit to such recordings under the strict condition that the CVRs



Marhaba & Shalom!

Last week we were joined by over 70 ECA Member Association Representatives for our Annual ECA Conference in Brussels. And during the first day of our gathering, Europe's pilot representatives voted in favour of ISRALPA & Moroccan ALPA joining ECA as Associate Members. The two associations have long observed the work at ECA and this is a step towards bringing them ever closer to the European pilot community.

The two new Associate Members will strengthen the ECA Working Groups with experienced and high quality experts. The two new associations represent a clear asset for ECA in the framework of the EU's strategy to create an open aviation market with its neighbouring countries.

As per tradition, the mid-year Conference of ECA also provides regular updates on all pressing and relevant



issues. Some of the subjects of the two-day conference touched upon Fair Competition and Employment Issues, Crew Differentiation Programs, and Single European Sky.

Last but not least, the Conference also elected Capt. Paul Reuter as ECA's Technical Board Director. Paul is a member in good standing of the ALPL (Luxembourg) who has contributed greatly to our Association throughout the years, having previously served as a Board member, chairman of our Safety Committee and Executive President of ALPL. At ECA, Paul Reuter has been heavily involved over the years. As President of ALPL he was a key player in ECA's restructuring. Lately he has been very active in the FTL, in the Flight Data Group and in the Safety Strategy Task Force. He will replace Capt. Pete Kaumanns, who will continue his dedicated work at IFALPA!

[See more pictures from the ECA Conference](#)

are exclusively used by accident investigation authorities – in the context of their safety investigations. In that sense, the pilot community has already put up with a certain “infringement” of their privacy.

But at the same time, they have always come with a clear message that the use of CVR recordings for anything than accident investigation is morally and ethically wrong. Hundreds of leaked CVR recordings and transcripts are available on the internet, only a few clicks away, with authorities being unable to provide accountability for CVR data abuse.

Technology, however, allows for a much longer recording period and authorities have not hidden their appetites for more CVR data following recent accidents. This is why the recent EASA Opinion (Opinion 01/2014) comes as no surprise. Yet, it definitely turns a blind eye on the current problems of misuse of CVR data.

In a Position Paper launched to reflect on the opinion, ECA calls for stricter, legally binding measures for CVR data protection. The inappropriate use and distribution of sensitive CVR data beyond accident investigation agencies not only infringe crews' fundamental right to privacy but also affects negatively Just Culture and the safety improvement efforts in Europe.

[Download the Position Paper](#)



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ECA is the representative body of European pilot associations, representing over 38.000 pilots from across Europe

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