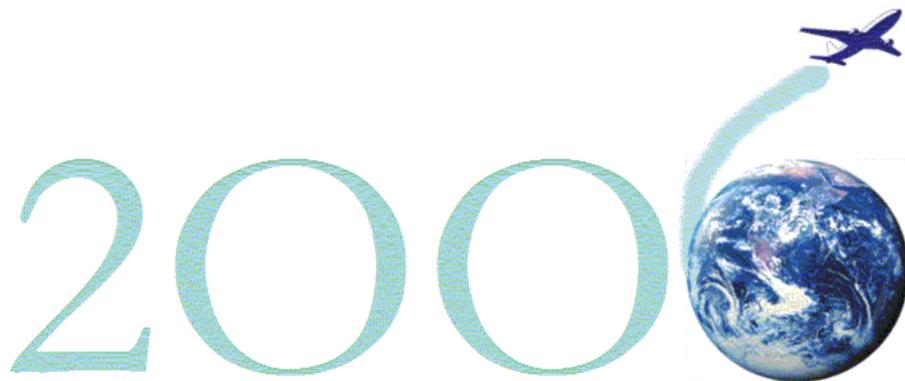




Annual Report 2006

European Cockpit Association | October 2005 – October 2006





ECA Annual Report October 2005 – October 2006

Table of Contents:

1	POLITICAL ISSUES	1
1.1	ECA Meets New EU Director General for Transport	1
1.2	External Aviation Relations	1
1.3	Social Dialogue	2
2	PROFESSIONAL ISSUES	2
2.1	Flight Time Limitations (FTL)	2
2.2	Trans-National Airlines and REPA – Ryanair European Pilots' Alliance	3
2.3	Regional and Medium Sized Airline Benchmarking	3
2.4	Revision of "3rd Package" of Air Transport Liberalisation	4
2.5	Study on Low Cost Companies	4
3	TECHNICAL ISSUES	4
3.1	Security	4
3.2	Single European Sky (SES) – General Progress	5
3.3	SES – SESAR Project	7
3.4	EASA – Current Status	7
3.5	EASA – 1592/2002 Regulation Revision	8
3.6	EUROCONTROL	8
3.7	Joint Aviation Authority (JAA)	9
3.8	Safety	9
3.9	Licensing & Training (Multi-crew Pilot License)	9
3.10	Unmanned Aerial Vehicles	10
4	ORGANISATIONAL ISSUES	10
4.1	ECA Structure & Board	10
4.2	ECA Enlarges Eastwards	10
4.3	European Region of IFALPA	10
4.4	New Policy Advisor	11
4.5	ECA Working Groups	11
4.6	ECA Meeting Database, Website & Cockpit News	11

N.B.: Since 2005, ECA's Annual Report is in a new format compared to its previous Reports. As last year, the Report 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 Political Issues

1.1 ECA Meets New EU Director General for Transport

In February 2006, a delegation of the Executive Board and the Secretary General met the European Commission's new Transport Director General, Matthias Ruete.

The key message delivered was the need for consistent application of strong EU-wide civil aviation regulation, since aviation safety is ECA's overriding priority.

To expand on this safety message, a number of issues were addressed, such as the adoption of Subpart Q (EU-OPS Regulation) on Flight Time Limitations, the extension of EASA's competences to OPS, licensing and 3rd country aircraft, the Single European Sky and SESAR developments, external relations and aviation security.

Particular emphasis was placed on the planned revision of the EU's "3rd Package" of air transport liberalisation. ECA explained in detail its position and expectations as to what the revision should deliver, e.g. on the definition of "principal place of business", on wet leasing, and social laws applicable to air crew.

The meeting was very positive and both sides pledged to continue close cooperation.

1.2 External Aviation Relations

ECA continues to be active in the Stakeholders Consultative Forum on EU External Aviation Policy. This Forum is used by the Commission to inform and consult stakeholders on the development of the EU's external aviation policy.

In October 2005 ECA participated in the negotiation round where the EU and US delegations agreed on the final text of the bilateral Air Transport Services Agreement. This Agreement has not yet been officially signed due to a delay in the adoption of an amendment to the US rules

on foreign ownership and control by the US Department of Transportation. The EU considers the adoption of this amendment as a precondition for signing the Agreement.

The delay in the signature of the Agreement has raised concerns among some Member States and stakeholders, including ECA. The political situation in the US, with legislative elections in November 2006, implies that no swift action can be foreseen from the US government. This *status quo* benefits US operators and, to a lesser extent, companies of the EU Member States which have concluded "open skies" agreements with the US. In Oct. 2006 The Council of Ministers gave a strong mandate to the Commission to try to find a solution to this stalemate. ECA has also discussed with the Commission its intended course of action, should no agreement be signed.

In 2006, the Commission concluded an important number of "horizontal" agreements, which mainly concern the recognition by third states of the "community designation clauses".

EU held key negotiations with Russia and India. With Russia, a preliminary agreement has been sought for the suppression of the Siberian over-flight fees by the end of 2014. A EU/India Summit has been called for the 23–24 November 2006 to bring together representatives from both sides, to enhance co-operation between the two parties. ECA will take part in this Summit, with the objective of ensuring that safety and working conditions are not left out in the negotiations of the EU/India bilateral treaty. ECA President, M. Chalk will deliver a speech at the Summit.

EU concluded agreements with Balkan Countries and Morocco. Both agreements fall within the EU approach to liberalise the aviation market in exchange for regulatory convergence. ECA has criticised these agreements because they only address technical legislation related to safety and security, while reducing social considerations to a minimum, and do not offer a balanced approach to market access.

ECA also participated in expert meetings aimed at implementing the Regulation which enables the EU to impose retaliation measures against unfair commercial practices from third country airlines.

1.3 Social Dialogue

The work in the Air Crew Working Group progressed during this year. ECA participated in the Plenary Session of the Sectoral Social Dialogue Committee on Civil Aviation and was active in three Working Groups: Air-Crew, ATM and Future of the Industry.

The Plenary meeting in June 2006 was mainly informative, with reports from the working groups and the Commission. The Plenary discussed the enlargement of the Committee's membership to the International Aviation Handlers' Association (IAHA). A representative from the labour law section of DG Employment reported on the implementation of the Working Time Directive. Also, a study to assess the social impact of air transport will be launched by DG TREN. ECA participated in a meeting on the drafting of the Terms of Reference for this study.

The Air Crew Working Group worked in its three major topics: the study on Cabin Crew Qualifications, the project on the protection of Aircrews' Privacy and the project on the management of aircrew stress. ECA pressed to also start the work on the revision of the Working Time Directive for mobile staff in civil aviation. However, due to resistance from the employers' side, the Air Crew Working Group did not tackle this issue so far.

ECA is leading the action on the 'Protection of Aircrew's Privacy'. In order to prepare, ECA collected several national agreements on the correct use of flight data and set up an ad hoc group of experts to follow this dossier. ECA experts met for the first time in September. The objective of this action is to set up a European framework for the use of flight data, which is compatible with the privacy and fundamental rights of the crews.

The Future of the Industry Working Group is working on a common document setting

the major challenges for the Industry as seen by the different Social Partners.

ECA participates as an observer in the ATM Working Group, especially following its activities in the field of "Just Culture".

ECA has undertaken a series of contacts with key players on the employers' side to explore possibilities for enhancing relations in the Social Dialogue, to favour a common approach on issues that can be beneficial for the entire industry and to make Social Dialogue more dynamic.

2 Professional Issues

2.1 Flight Time Limitations (FTL)

For more than 14 years, FTL has been one of ECA's major policy issues to be followed at EU level. After the Council of Transport Ministers informally approved the current EU-OPS text (incl. Subpart Q on FTL) in Dec. 2004, it formally adopted the text in Feb. 2006. This closed the 1st Reading, and thereby opened the way for the 2nd Reading between Council and the European Parliament (EP).

The rest of the year was dominated by the 2nd Reading in the EP, and ECA's efforts to improve the Council's text, especially on the scientific and medical evaluation of Subpart Q. Key ECA aims were to shorten the deadline for this evaluation to be carried out by EASA (from 3 to 2 years), to keep the provision that EASA then has to make proposals to amend the FTLs, and to include a "non-regression clause" into the EU-OPS text to ensure Member States do not lower their safety standards to the lowest legally possible level, i.e. to EU-OPS standard.

ECA's advocacy work focussed on both the rapporteur, Mr Stockmann, and on the other "shadow rapporteurs", as well as on numerous MEPs from the different political groups. In Jan. 2006, ECA organised a lunch debate on FTL at the EP. When the EP formally started its 2nd reading, ECA presented its suggestions for amendments to the Council text (representing a much condensed version of its list of identified

shortcomings of the FTL text), asking MEPs to support these amendments.

The ECA FTL campaign committee prepared and coordinated all activities carried out by ECA Member Associations, Board directors and ECA staff, with regular updates and adapted position papers and proposals for amendments. A dedicated campaign intranet section helped to coordinate and disseminate information and documents. Campaign advertisements were placed at Euractiv.com to accompany EP Transport Committee votes. Numerous direct meetings with MEPs as well as with the Commission and Council Presidency were carried out in particular from March to July, when the EP Plenary voted on a list of compromise amendments.

These compromise amendments, which were negotiated in an informal “Triologue” between EP, Council and Commission, took on board most of ECA’s key demands, in particular the reduction of the deadline for the scientific evaluation of the new FTL rules, and the non-regression clause.

Since then, ECA has been in close contact with the Commission and EASA as to the realisation of the scientific evaluation. The new EASA FTL Steering Group will meet for the first time in November 2006. ECA is represented with two seats in this group.

2.2 Trans-National Airlines and REPA – Ryanair European Pilots’ Alliance

The emergence of Trans National Airlines (TNAs) is one the most important challenges to the pilot profession and is a priority for ECA. In the years to come the European aviation industry will go through deep restructuring. Therefore, in 2006, ECA and its Member Associations have been preparing to face changing industrial relations in this context.

In 2005, ECA established a Trans-National Airlines Working Group (TNA WG). The aim of this WG was to develop a framework for protecting pilots working in trans-national airlines, regardless of where

their contracts are concluded and where they are based in the EU. This framework, called the “TNA Convention”, was developed by the TNA WG in the first half of 2006 and discussed at the ECA Conference in June 2006. ECA is to present this final version of the Convention for acceptance and signature at the ECA November 2006 Conference.

At the June Conference, several Member Associations put in to practice the TNA work, by signing a TNA agreement for easyJet pilots working in bases in different EU Member States.

The ECA Secretariat prepared a detailed proposal for a Commission-funded seminar to look into transnational aspects of collective bargaining and pilot organisation. If accepted by the Commission, ECA will start working on this project in November 2006 to hold a dedicated seminar in May 2007.

ECA continued its support to the Ryanair European Pilots Alliance (REPA). A meeting of ECA Member Associations on this topic took place in the sidelines of the IFALPA annual Conference in Istanbul. During this meeting an agreement was found on communication and coordination of bases’ visits.

2.3 Regional and Medium Sized Airline Benchmarking

Following a detailed discussion at the ECA Conference on June 2006, it was decided to re-launch ECA’s “RegMed” work, i.e. its Regional and Medium Sized airlines (RegMed) Working Group.

To answer the growing need for information exchange and discussion (e.g. on contract and working conditions of pilots working in similar types of airlines), ECA organised a RegMed Seminar on 3rd Oct. It was attended by a large number of regional and medium sized airlines’ pilot representatives. During the seminar, a “snapshot” of the current situation was given, based on information collected from 19 regional and medium sized airlines. This snapshot was an example for preliminary benchmarking work, collecting

anonymous information on work conditions, salaries, flight times etc. of pilots of RegMed airlines.

Based on the progress made at this Seminar, it was decided that the group meets twice a year in Brussels, in order to exchange ideas, information and to follow the benchmarking results bi-annually.

2.4 Revision of “3rd Package” of Air Transport Liberalisation

After a long consultation period, the Commission published, in July 2006, a proposal of Regulation reviewing the 3rd Package of Aviation Liberalisation. This proposal reviews and consolidates three Regulations from 1992 concerning operating licenses, market access and fares.

Unfortunately, the proposed new rules deal only with economic aspects of the liberalisation, and not with safety aspects. The proposal has been drafted to be applicable also when / if EASA becomes the Europe’s single Aviation Authority.

ECA participated in the consultation process and held several meetings with the Commission on this topic. Some of the issues raised by ECA are reflected in the proposal (e.g. tightening the rules on wet leasing of foreign aircraft and making the internal market consistent with the external market).

However, on some issues the text needs to be improved by the European Parliament and the Council of Ministers, such as a clear definition of Principal Place of Business and the strengthening of oversight rules.

2.5 Study on Low Cost Companies

ECA reviewed its 2002 publication on Low Cost Companies in Europe. The focus was to analyse how LCCs have evolved since the publication of the first ECA study and the implications in the rest of the Industry. Much of the economic research and analysis was carried out by the Europairs consultancy, while the ECA President,

Vice-President and the ECA Secretariat contributed to the study’s other chapters. The study was published in June 2006. It is available on ECA’s website.

3 Technical Issues

3.1 Security

The EU has continued its intense work on Aviation Security matters. The proposal of a new Regulation on Aviation Security has gone through its first reading in the European Parliament and in the Council of Ministers. Due to the lack of agreement between these two organisations, a second reading of the Proposal is necessary. This means that the approval of the new Regulation is not expected before late spring 2007.

ECA promoted the adoption – in the European Parliament – of an amendment introducing an explicit reference to “captain’s authority” in the new Regulation. While the EP took this on board, it was not retained by the Council in First Reading. ECA will have to continue its lobbying activity during the second reading on this and other issues.

ECA participated in the Commission’s Working Group charged with the revision of the Implementing Legislation; the set of rules developing the Security Regulation in detail. In October 2006, ¾ of this exercise is completed. The implementing rules have to be ready to be applied when the New Security Regulation is approved.

The events of August 2006 in London, where the police uncovered a terrorist plan to attack airplanes, provoked a crisis in the management of aviation safety. These events showed that there is a gap in the current security system. European Member States adopted urgent measures and the Commission has adopted new rules to fill the gap that was revealed by this new threat.

The new measures raised serious concerns to ECA. While acknowledging the need to ensure security, the applicability of the proposed measures to aircrews was deemed unacceptable and showed the

importance of reviewing the role of air-crews in the security chain. Following intense discussions with the Commission and at SAGAS, and sending a formal letter to Commissioner Barrot, ECA achieved an exemption from the new measures for flight crews, enabling them to carry out their duties in a professional manner, while avoiding additional disruptions to the operations.

The activity of ECA in the security field is organised through the ECA Security Working Group. This group met twice this year and keeps in regular contact to give robust input to the different EU security meetings that ECA experts regularly attend.

3.2 Single European Sky (SES) – General Progress

Over the past year, the development of the Single European Sky (SES) has progressed substantially:

- Single European Sky implementing rules have been adopted on the common requirements, flexible use of airspace, airspace classification, co-ordination and transfer and initial flight plan. Work on data-link services, flight message transfer protocols, coordination and transfer, initial flight plans, route and sector designs, air ground voice channel spacing, aeronautical data integrity, the new charging regime and the performance review work is still underway.
- The European Parliament adopted a new Directive to provide licenses to Air Traffic Controllers.
- The Commission provided seven new mandates to EUROCONTROL for the continued development of implementing rules and support in SES issues.
- Other work in progress is the launch of an impact assessment on the extension of the airspace provisions to lower airspace. A first draft of the results will be available in Dec. 2006.
- The SESAR definition phase contract was kicked off in March 2006.
- The adoption of a Council Regulation on a SESAR Joint Undertaking to

manage the SESAR implementation phase is currently being finalised at Council of Ministers level.

- Following a positive Single European Sky Committee opinion, the EU published the common requirements for the SES in Dec. 2005, bringing about the creation of National Supervisory Authorities which have to certify their national ANSPs by Dec. 2006.
- National Supervisory Authorities were set up under SES to provide for the separation of service provision from the regulatory and supervisory activities. 24 Member States have complied. The Commission launched an infringement procedure against the 25th State, which was in non-compliance.
- The Commission expects the Member States to develop implementation plans to develop safe, high capacity and efficient Functional Airspace Blocks. It is due to complete a mid-term review anytime now to keep up the momentum achieved by the legislation. By the end of next year, it will propose additional elements to enhance the establishment of the FABS. The Commission intends to launch a study on the common rules of the air to facilitate implementation.
- The two institutionalised consultation bodies for the Single European Sky met six times over the last year. The *Industry Consultation Board (ICB)* is made up of industry stakeholders and *Single European Sky Committee (SSC)* composed of Member States. The ICB, to which ECA is a member, is the technical advisor to the Commission who chairs the SSC and prepares the Single European Sky legislation.

ECA's Role in SES Developments

ECA continued to be active in the *Industry Consultation Body* and its subgroups. This is an important body, which covers all the developments in the Single European Sky. It provides technical advice to the Commission who, along with the Single European Sky Committee, creates legislation. The ICB issues opinions on the majority of the SES subjects. It is considered a unique committee in which

all of the air transport industry including ECA is represented and as such is very powerful. It has influence over the roles of Eurocontrol and EASA and provides direct inputs to the decision-making committees at Council and Commission level.

Throughout the year, ECA has followed closely and contributed to the work of the ICB.

The ICB plenary session has become a decision-making body and it has created a number of sub-groups to prepare ICB positions.

The *ICB SESAR subgroup* focused initially on the creation of a Joint Undertaking for the implementation phase (2007–2013) of the SESAR project (i.e. a governance structure to handle funds and make decision on the technical infrastructure of the future system).

ECA put much effort into retaining a professional staff organisation seat on the Executive Board of the Joint Undertaking. The users (airlines) and the ANSPs (deregulated Air Traffic Service Providers) objected to staff's involvement on the grounds that it would hinder streamlined decision-making. Only those actors who had financial risk in the system were to be considered decisions-makers. ECA succeeded in having one seat for staff (to be shared between five staff organisations) through joining forces with IFATCA and lobbying the European Presidency, the Transport Council (charged with approving the JU Regulation) and the European Commission. ECA still has to negotiate with other staff associations on who should have the seat.

ECA also monitors the *ICB Interoperability Subgroup* where technical specifications are discussed. Our remit is to safeguard the work ECA has already invested at Eurocontrol level and make sure that our positions remain intact through the EU legislative process.

Functional Airspace Block developments have continued, with ECA in monitoring mode. Our remit is to ensure that all decisions taken are done with a 'safety-first' approach. The developments are still

at political level and consolidation of country groupings are developing very fast. However, the recent ruling in the Überlingen crash case, which found the German Government liable (international civil law), highlighted a major stumbling block in FAB development. There was no formal delegation of airspace to the Swiss in this instance. This issue has been a major cause of concern for European governments as there are many instances in Europe where Airspace management is informally delegated across borders. It may also have some implications for the privatisation of Air Traffic Services.

The *ATM Social Dialogue* is a Committee hosted by the European Commission, under the auspices of the Aviation Social Dialogue. The meeting is co-chaired by ETF (European Transport Workers' Federation) and CANSO (Civil Air Navigation Services Organisation). The participants are mainly controllers and engineers from the ATM side. The Human resources departments of the Air Traffic Service Providers are well represented on the management side.

ECA became active in this group in 2005, following a request to the Aviation Plenary Session. Our main interest is in the area of *Just Culture*, for which there is a dedicated subgroup. There has since been a decision that just culture should also apply to the other aviation players (airlines, pilots, aircraft engineers, cabin crew, baggage handlers etc) and the group has opened up. This provides wider critical mass vis-à-vis decision-makers.

However, ECA has insisted that within aviation most actors are converted to Just Culture and the real barrier is the national penal system.

A Just Culture conference will be organised mid next year in Bucharest and ECA will be involved. We have recommended that national prosecutors are invited to this meeting to create awareness on the lack of information sharing because of the fear of prosecution (notwithstanding the EU Directive on Mandatory Occurrence Reporting that stipulates that prosecution will take place only on the demonstration of gross negligence). We continue to work on this angle. The

Commission will formally consult ECA in Dec. 2006 in the frame-work of an impact assessment to revise the EU accident investigation and the mandatory occurrence reporting directives.

3.3 SES – SESAR Project

SESAR is a € 60 million project to define the future Air traffic Management system in Europe. It was awarded to the Air Traffic Alliance. All European industry actors are involved. It will run until March 2007 and should provide the work plan for the SESAR Joint Undertaking, which will be charged with implementing the system.

ECA signed up to SESAR as a project associate in March 2006. ECA is participating directly in the concept of operations and human factors work, and is keeping a general eye on the other work packages such as safety regulation, security, institutional issues etc. There are six “deliverables”. The first deliverable – the current status of ATM – received some criticism but the decision-makers eventually accepted the work. The Vision for the future – or future paradigm shift – is currently under draft as Deliverable 2. ECA is involved in the core area where a paradigm shift is proposed (i.e. a shift of responsibility from the ground to the cockpit). Two ECA pilot representatives are involved to make ECA’s views heard in the project, with the strategic advice from the ECA Executive Board.

3.4 EASA – Current Status

Over the past year, EASA has been consolidated and is becoming more streamlined in its work.

EASA has recruited roughly 100 extra staff since 2005. Their total staff quota will be 287 by the end of 2006.

The financial crisis, due to the problems in implementation of its certification self-financing regime, has been temporarily solved. However ECA has cautioned that perpetuation of a fees and charges regime may undermine the core mandate of the agency.

The internal organisation has been restructured to separate the quality directorate from the standardisation directorate. ECA supported this, as it will provide more transparency on the actions carried out in standards division.

The extension of EASA’s competence to Flight Operations (OPS), Flight Crew Licensing (FCL) and 3rd Country Aircraft is expected to be implemented in 2007 and is currently discussed in the European Parliament and the Council (see paragraph 4.4). The further expansion of EASA’s scope to airports and air traffic management safety rulemaking is under way. EASA issued a notice of proposed amendment on aerodromes inter-operability and safety over the summer. ECA replied to this, using the inputs of its European experts and the IFALPA Aerodrome and Ground Environment Committee.

The exercise to propose essential requirements on ATM had been frozen while the European actors clarify the roles of the existing institutions in this field.

ECA continued to participate, as an EASA Advisory Board representative to a working group on the future work programme and budget of EASA. In this way, ECA was able to ensure that the FTL study was included in the work programme for 2007. ECA has started its work on the 2008 Programme with the objective to ensure that proper preparation is in place for operations and licensing and future new mandates. It is also possible to shape the work done in standards and safety domains.

ECA keeps up its attendance at the Safety and Standards Consultative Committee (SSCC). There are two ECA pilot representatives, one of whom is also the chairman at the SSCC Subgroup on Flight Standards. ECA also managed to include a pilot observer in this subgroup and there is a further ECA representative on the SSCC Subgroup for Design and Engineering.

In summer 2006, EASA created two new groups under its rulemaking directorate: operations (referred to as OPS 001) and licensing (referred to as FCL 001). These

groups are drafting the implementing rules in anticipation of EASA's acquisition of new mandates in these fields. Although participation in these groups is very selective, ECA managed to place a pilot in both groups. These pilots also are the ECA/IFALPA representatives in the JAA Operations Sectorial Team and Licensing Sectorial Teams providing further consistency to our approach.

An EASA Steering Group was created at ECA level, consisting of ECA SSCC representatives, the Technical Board Director, Secretary General and staff. The objective is to provide updates and exchange information on the current developments with a view to developing and implementing a robust strategy for EASA.

The European Safety Strategy Initiative has been formed under the EASA Executive Director (a continuation of JSSI – the JAA safety initiative). ECA has a representative at this meeting, which is aiming to create a European equivalent to the CAST programme in the US. EASA published their first annual safety report, which was reviewed by the group.

ECA also continues its presence at the EASA Advisory Board (EAB). The main discussions centred around the fees and charges regime problems, discussing funding options and lobbying for these with the institutions, revision of EASA Regulation 1592 (to which ECA contributed as one of the drafters of the EAB position), developing a communication strategy, examining safety occurrence reporting, tabling lists of standardisation priorities...etc. There were a total of four one-day meetings in 2005. The Chairmanship will be passed from Airbus to a Business aviation representative at the end of 2006. The composition of the group may also be expanded to include organisations related to the new EASA mandates.

3.5 EASA – 1592/2002 Regulation Revision

EASA was set-up by Regulation (EC) 1592, in Sept. 2002. This regulation

already included a revision by 2005, to extend EASA's scope; e.g. to air operations, pilots' licensing and the safety of the third country aircraft.

Consequently, the European Commission published its proposal for the revision of EASA 1592 Regulation in Nov. 2005. In early Oct. 2006, the European Parliament (EP) rapporteur, MEP Jörg Liechtfried prepared his draft report, which is to be voted by the EP Transport Committee in Dec. 2006 and in plenary in Feb. 2007 (first reading). Parallel to the EP, the Council Aviation Working Group has also started its preliminary work on the revision, and discussed the issue over several meetings. The Council's and EP's first readings are to be concluded within the first half of 2007, probably to be followed by a second reading.

Having followed all the developments closely, ECA decided to launch an advocacy campaign. A position paper, specifying ECA standpoint on the Council (preliminary) proposals and the EP amendments to the Commission revision has been prepared and distributed to all interested parties. ECA will keep following the developments and contacting all the stakeholders and decision-makers in order to ensure that EASA becomes the strong and independent safety authority that Europe needs.

3.6 EUROCONTROL

ECA continues its presence at Eurocontrol. It attends the Provisional Council meetings, Stakeholder Consultation Group, Air Space and Navigation Team, ATM procedures development Sub-Group, NATO/EUROCONTROL ATM Security Coordination Group (NEASCOG), Airborne Separation Assistance Systems Thematic Network (ASAS-TN2) and its Requirements Focus Group, CASCADE (Co-operative ATS through Surveillance and Communication Applications Deployed in ECAC) programme, and its Operational Focus Group; Runway Safety Team, Safety Improvement Sub Group and monitored its products etc.

ECA is consulted on all opinions prepared by Eurocontrol to be submitted to the

Commission (see Single European Sky section above).

Eurocontrol has now been restructured to reflect the SESAR developments and avoid duplication of efforts. A new organigramme has just been published which explains the developments to stakeholders. ECA welcomes this initiative and is happy that this will help put our scarce resources to the most valuable use (new organigramme available on request).

3.7 Joint Aviation Authority (JAA)

JAA will continue to provide services in operations and licensing rulemaking probably until 2009. As of 1st Jan. 2007, it will subcontract its work to EASA. This new arrangement will be run from EASA's premises in Cologne and will be referred to as JAA-T (Transition). In 2006, JAA staffing has been reduced to 10 and the annual budget has been cut significantly.

ECA continued to attend the meetings of the Operations Sectorial Team, the Licensing Sectorial Team and the CNS/ATM Subgroup. All three teams have met three times this year, with a 4th meeting expected before the end of 2006. ECA also attended the Regulation Sectorial Team (RST) as well as the JAA Interested Parties Advisory Panel (IPAP).

3.8 Safety

ECA, IFALPA and IFATCA joined forces in 2006 to put pressure on the European Commission to provide strong safety regulation.

At the end of 2005, the three organisations wrote a joint letter to EU Commissioner Barrot outlining specific safety concerns. The Commission subsequently came out with a statement that they wished to increase safety in the Single European Sky, tenfold. A meeting with ECA was convened during the summer to discuss these concerns in more detail and to provide the Commission with advice on how to fulfil such objectives. The Commission subsequently invited ECA to present its views at a high level

Conference on the Future of Aviation Regulation, in September. ECA presented its safety strategy and now continues to assist the development of a more safe European aviation system, in cooperation with the European Commission.

ECA attended the EU-US International Aviation Safety Conference, in Portland Oregon. This provided ECA a good opportunity to liaise with US ALPA on issues such as interoperability, safety, rulemaking and international safety agreements.

3.9 Licensing & Training (Multi-crew Pilot License)

The work of ECA in this area focused largely on influencing the details of the implementation of the new ICAO Multi-Crew Pilot License (MPL) in the JAR-FCL system. A Working Group was created to assist ECA representatives in this area and to continue this supporting activity in the future. The working group met twice in 2006.

ECA criticised the way that the JAA is organising such an important change in pilot training. Indeed, no scientific impact assessment or proper risk analyses have been carried out.

Although these concerns remain, ECA succeeded in including some important safeguards in the JAR-FCL texts providing for some control on the implementation and development of the new type of licence. The objective was to prevent a dramatic reduction in the standards of training though a lax application of the MPL leading principles (i.e. competence training).

ECA also succeeded in including pilots as members of a subgroup of the JAA that will monitor the implementation of the MPL. This new activity will be taken very seriously by ECA, making sure that changes, specially the reduction in flying hours, are made "step by step" and without compromising safety.

3.10 Unmanned Aerial Vehicles

As the introduction of UAVs (unmanned aerial vehicles) into the non-segregated airspace is under way, ECA takes a strong part in shaping rulemaking in this area. ECA commented in detail on the A-NPA Nr. 16/2005 from EASA as well as on Eurocontrol's ENPRM. MIL.UAV. OAT.

ECA is member of the EUROCAE-WG73, an industry working group which is tasked with developing operational and airworthiness preconditions for flights in non-segregated airspace. In addition, we actively participate in IFALPA's opinion building as regards to UAV-operation.

4 Organisational Issues

4.1 ECA Structure & Board

Since its extraordinary General Assembly, in June 2005, ECA worked under a streamlined organisational structure, based on a revised Constitution and a new, small Executive Board of Directors, with specific competences assigned to each Director. Four ECA Conferences have convened the Member Associations since then: Athens (Nov. 2005), Vienna (Feb. 2006), Istanbul (Apr. 2006) and Brussels (June 2006).

Looking at the last year, this new structure and Executive Board allowed ECA to be proactive in representing pilots' interests in the EU. Meeting at least every month in Brussels for at least two days, the new Board was able to address a large number of European policy issues, as well as to improve and strengthen ECA's procedures and structures.

At the ECA Conference in November 2006 three of the seven Executive Board Directors are up for (re-)election:

- President (currently Capt. Martin CHALK)
- Technical Director (currently Capt. Thomas MILDENBERGER)
- Professional Director (currently Capt. Kari VOUTILAINEN)

The tenure of the new positions will be two years, i.e. until November 2008.

4.2 ECA Enlarges Eastwards

ECA has continued its constant growth in terms of pilots and national associations represented. Over the past 12 months, ECA welcomed seven new pilot associations into membership, including the following countries:

- Bulgaria
- Croatia
- FYROM / Macedonia
- Latvia
- Russia (ECA's first associate member)
- Serbia and Montenegro
- Slovenia

The applications of Estonian Airline Pilots' Association (as full member) and Georgian Airline Pilots' Association (as associate member) have been forwarded to the Conference of Nov. 2006, with a recommendation to welcome them into ECA membership.

4.3 European Region of IFALPA

2006 saw a deepening in the relationship between ECA and IFALPA, the International Federation of Airline Pilots' Associations.

Since 2003, both organisations have cooperated closely within the framework of an agreement, which mandated ECA to also act as IFALPA's European voice in bodies such as EASA, EUROCONTROL and at the EU Institutions (Commission, Council, and Parliament).

In May 2006, both organizations took this cooperation an important step further, by signing a comprehensive cooperation agreement. By means of this, and in addition to its role as an autonomous voice of European pilots, ECA took on the role of IFALPA's "European region", thereby representing IFALPA in Europe.

4.4 New Policy Advisor

To reinforce the ECA's presence vis-à-vis the European aviation regulators, ECA hired a new policy advisor, Ms. Deren DERYA.

Deren started her new tasks in late May 2006, focusing on issues such as: Trans-national Airlines, Social Dialogue, Data Privacy Protection, Regional & Medium Sized Airline Benchmarking, the revision of the EASA Regulation 1592, etc.

Before joining ECA, she worked at the European Parliament as a temporary intern and advisor. Born in Nicosia, she has a US-American and UK university education in economics, European affairs and communication.

4.5 ECA Working Groups

After having formalised the ECA Working Group (WG) Structure and confirming several existing groups, the Executive Board decided to set up two new ones, along with an informal Steering Group for EASA-related activities. There are currently nine Working Groups in place, which are open to all ECA Member Associations:

- Industrial WG
- Trans-national Airlines (TNA) WG
- Flight Time Limitations (FTL) WG
- Regional / Medium-Size Airlines WG
- Air Traffic Management (ATM) WG
- Security WG
- External Relations WG
- Flight Data Protection WG (*new*)
- Licensing & Training WG (*new*)
- EASA Steering Group (*new, informal*)

One Board director is responsible for each Working Group, in addition to the WG Chairman and the ECA Secretariat's staff. All WGs are reviewed once per year to assess their mandate.

4.6 ECA Meeting Database, Website & Cockpit News

The ECA Secretariat and Technical Directors extended the online Meeting Database to include all external meetings related to ECA's core activities. This database – which is available to all MAs – contains details about external meetings arranged by topic area, as well as related documents for these meetings. It also lists ECA experts, staff and Directors who attend each meeting, together with a priority rating for each event. This tool offers the possibility to control and plan ahead ECA's external representation.

The Website has been regularly updated (new content/upgrading software) to better reflect ECA's activity areas. The restricted area for Member Associations has been restructured to give direct access to key documents. An extensive FTL campaign section (internal and external) accompanied the FTL lobbying campaign.

RSS (Really Simple Syndication) feeds allow users to subscribe to the website and view the latest content on the ECA home page through RSS-aware software without having to visit the site regularly.

During 2006, 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.

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