

## 5. Other analyses from stakeholders and Member States

### A. ECA on the issue of « pay-to-fly »

- Study on « atypical forms of employment in aviation » (Ghent university)
- 28 April 2015: « stop pay-to-fly » campaign conducted by SNPL France ALPA and ECA
- Supported by ECA's position paper on the subject
- EC (MOVE & EMPL) met ECA and Cockpitseeker on 18 June to collect their views and evidence
- EC then sent a questionnaire to ECA

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Questionnaire from EC to ECA:

#### A. SAFETY:

1. Does ECA know what the difference is (if any) between the fees charged for TR by such schools and the P2F amount allegedly charged by airlines?
2. How can a pilot under line training be at the controls of a commercial flight carrying passengers?
3. Does ECA know if P2F schemes are bound with an option for working for the airline after the training is completed?

#### EMPLOYMENT STATUS:

4. Do you know what is the real working status of those young pilots who have to pay to fly?

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Questionnaire from EC to ECA:

#### DEVELOPMENTS AND POSSIBLE REMEDIES:

5. Do you have any idea of the airlines that resort to pay-to-fly schemes? EU airlines, non-EU airlines? Any list available?
6. Some pilots / pilots organisations say that the P2F practice is expanding. Is there any estimate on the percentage of trained pilots who fall into this category in the EU and any data on the trend?
7. You recommend banning P2F but your position paper is more nuanced ("what's acceptable" vs "what's not acceptable"). Is there any intention to cap the number of graduated commercial flight pilots? How about your proposal for a "mandatory cadetship"?