



Demonstration for Safe EU Rules on Air Crew Fatigue

EASA, Cologne, 14/05/2012

**Statement by: - Nico Voorbach (ECA President) &
- Francois Ballestero (ETF Political Secretary)**

Dear colleagues, dear representatives of the press, dear EASA officials. Firstly, let me thank all of you to attend our demonstration today.

- All of us are here today – pilots and cabin crew from all over Europe – to speak about SAFETY. The safety of our passengers and the safety of our colleagues.
- Each and every passenger expects their air crew not only to be well trained. They also expect them to be fully alert – and free from fatigue – to be able to bring them safely to their destination. And not only when the sky is blue and the winds are gentle. But also – especially – during the night, in bad weather, and during emergency situations.
- However, all of us can only deliver a safe flight if we are fully alert and free from fatigue for the whole duration of the flight.
- Science has demonstrated that long flight and duty hours, and insufficient rest and sleep opportunities will lead to a decline of alertness and performance. And this can affect the safety of air operations.
- This is why we are here today – in front of the European Aviation Safety Agency – EASA.
- The “S” in EASA’s name stands for SAFETY. And this is what we – as aviation professionals – rightfully demand from this Agency: EU-wide legislation that provides Europe’s travelling public with a guarantee that their journey will be conducted to the high safety standards they expect.
- And this is where the problem is. Because EASA is not yet fulfilling its duty as a safety regulator.
- Indeed, to guarantee that cabin crew and pilots are fully alert, strong EU rules, based on science, are essential to prevent fatigue from endangering flight safety.
- The good news is that the EU is in the process of drafting new air crew fatigue rules – so-called Flight Time Limitations – to replace the current rules next year.

- Therefore, Europe has a unique opportunity to bring in safety standards at the highest level. Rules that are based on scientific and medical knowledge, as international law requires, and as many other countries have previously done.
- The bad news is, however, that EASA's latest proposal does not meet this challenge.
- The current EASA proposal:
 - Ignores scientific evidence on many key aspects;
 - Gives priority to the commercial interests of airlines over passenger safety; and
 - Sets safety standards well below those already in place in many EU countries – leading to a reduction in European safety levels.
- For example, the EASA proposal:
 - allows 11 hours of night flying – when scientific advice is unanimous that 10 hours is the limit of what could be considered safe. Why does EASA ignore science ?!
 - Also, EASA expects you to land plane and passengers safely after having been awake for over 20 hrs. Do you think you will be fit enough if something goes wrong after such a long working day?
- No, this is not what passengers – here in Germany and all over Europe – expect from the European Union. And this is not what we expect.
- EASA can do better! And EASA must do better!
- We – the pilots and cabin crew of Europe – insist that:
 - EASA stops giving in to the lobbying of big airlines – a lobby which is commercially driven and aimed only at reducing costs.
 - Instead, we want EASA to make passenger safety its No. 1 priority.
- EASA has a responsibility to European citizens, passengers and air crews. They must deliver safe rules, based on science, not on airlines' commercial interests.
- This is why we all are here today: calling for safe and science-based fatigue rules which will guarantee Europe's passengers a safe journey.
- The European Aviation **SAFETY** Agency must wake up!
 - At the moment this Agency is sleepwalking –
 - We must not let them leave us Sleepwalking too –
 - Or one day we will be Sleepwalking into Disaster !
- Thank You !

Final - Köln, 14/05/2012



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