



## PRESS RELEASE

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### **EU Parliament Wants Swift Safety Review of Flight Time Limitations and Rejects Lowering of Standards**

**Safety risks caused by pilot fatigue are not addressed sufficiently in the proposed new "EU-OPS" Regulation<sup>1</sup>, which seeks to harmonise minimum Flight Time Limitations (FTL) for flight crew across the EU.**

**On 1<sup>st</sup> June, the European Parliament Transport Committee voted that the scientific/ medical evaluation of those FTL will be carried out within 2 years after the Regulation's entry into force. Crucially, it also voted for a new "Non-regression clause". This is to ensure Member States do not use the new Regulation as a pretext for lowering existing higher safety standards. This is a clear rejection of downward harmonisation.**

The European Cockpit Association (ECA), representing over **34.700 pilots** from across Europe, congratulates the Transport Committee for having insisted on:

- **2-year deadline for a scientific evaluation** of FTL. The Council's 3 year deadline would further delay having scientific evidence guiding Europe's FTL. The Regulation was never subject to a safety assessment. It cannot afford to wait for yet another year.
- **6-months deadline for EASA** to make proposals for changing the FTL rules, in line with the scientific evaluation's results. This is expected to significantly improve the FTL rules from a safety point of view.
- **Non-regression clause** to prevent a race to the lowest legally possible bottom. Stiff competitive pressure in air transport encourages companies already today to look for savings, including on FTL. This clause will help to ensure safety is not compromised.

ECA strongly encourages the Parliament to:

- **confirm** these amendments in the July Plenary,
- ensure these amendments remain in the **legally binding** part of the text (rather than being moved into the legally non-binding preamble),
- **reject** an amendment allowing potentially **unsafe cargo night-flights**.

EASA should also be mandated to evaluate the need for and the safety benefits of a future **cabin crew licence**. Pilots and cabin crew together are often the last line of safety defence when it comes to preventing accidents and incidents.

For further information on FTL please contact: Philip von Schöppenthau, Secretary General or Ignacio Plaza, Legal Advisor, Tel: +32-2-705.32.93 and visit: [www.eurocockpit.be](http://www.eurocockpit.be)

<sup>1</sup> Draft Regulation of the European Parliament and of the Council amending Council Regulation (EEC) n° 3922/91 on the harmonisation of technical requirements and administrative procedures in the field of civil aviation (EU-OPS).