



ECA Piloting
Safety
European Cockpit Association



PRESS CONFERENCE

**to announce EU-wide action day
'Walkout for Safety'**

WALKOUT FOR SAFETY

PRESS PACK

**30 Nov 2012
Hotel Silken Berlaymont
Brussels**

MEDIA ADVISORY

Attn: News editor

Re: Press conference to announce EU-wide walkout for aviation safety

Walkout for Safety with campaign video

Who: The European Cockpit Association (ECA) and the European Transport Workers' Federation (ETF) representing the more than 38,000 pilots and 100,000 aircrews across Europe

What: Press conference to announce European-wide demonstration for safe and science-based Flight Time Limitations.

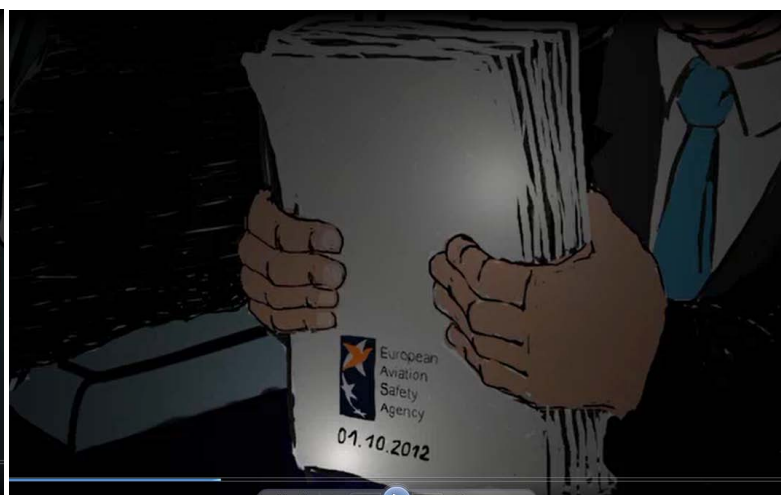
When: Friday, 30 November 2012 from 10:00 - 11:00

Where: Hotel Silken Berlaymont, 11-19, Boulevard Charlemagne 1000 Brussels - Belgium

Why: The European Aviation Safety Agency (EASA) recently published a final proposal for Flight Time Limitations that will adversely affect the safety of flight operations and European passengers. With a 'Walkout for Safety' pilots and cabin crew ask European politicians to make these rules safe.

Separate interview and photo opportunities.

For more information contact:
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PRESS RELEASE

Aircrews to walk out for safety

Pilots and cabin crew will hold parallel walkouts and rallies across Europe calling on European politicians to take steps and put passenger safety before the commercial interests of the airlines. Steered by their professional responsibility to safeguard passenger safety and ensure safe flight operations, aircrews are mobilizing for a 'Walkout for Safety' on 22 January 2013.

At a press conference today in Brussels, the European Cockpit Association (ECA) and the European Transport Workers' Federation (ETF) announced a Europe-wide action day against the Flight Time Limitations (FTL), recently proposed by the European Aviation Safety Agency (EASA).

"For years now, aircrews have been waiting for safe rules to counter the dangers of crew fatigue on flight operations", stated Nico Voorbach, ECA President. "Surveys show that pilots and cabin crew are already struggling with high levels of fatigue, nodding off at the controls of aircraft. Nonetheless, EASA chose to disregard scientific recommendations and put forward a proposal that accepts high levels of aircrew fatigue."

"No progress has been made towards addressing the deep safety concerns of aircrews. This must change", said Francois Ballesterio, ETF Political Secretary for Aviation. "Otherwise flight safety standards across Europe will go down and crews will be obliged to fly schedules which are outright dangerous and will adversely affect the safety of flight operations. This 'Walkout' will show that we are determined to do whatever it takes to ensure flight safety."

"If the Colgan Air accident showed us something, it's that a tired pilot is a dangerous pilot. EASA's rules fail to address this and this must change today", stated Nico Voorbach.

The 'Walkout for Safety' will be a jointly coordinated by ECA and ETF event which will include numerous actions, possibly up to and including industrial actions.

For further information, please contact:

Nico Voorbach, ECA President, Tel: +32 491 378 982

François Ballesterio, ETF Political Secretary for Aviation, Tel: +32- 474 91 69 79

www.dead-tired.eu | [YouTube video](#)

[Safety petition](#) (82,000 citizens signed already!)

EASA proposal for air crew fatigue

“A tired pilot is a dangerous pilot. EASA’s rules fail to address this.”

When drafting new EU-wide rules to prevent air crew fatigue, the EU Institutions must make passenger safety their Number 1 Priority.

This means: the EU must base its rules on scientific evidence, on a precautionary approach (‘if in doubt chose the safer option’), and on safety considerations only.

Decades of scientific research, including 3 scientific reports commissioned by EASA in 2011, shows where the EU should set the crews’ working limits to prevent fatigue.

But EASA’s proposal disregards scientific evidence, runs counter to the precautionary principle, and allows flight schedules that are outright dangerous.

EASA’s text [1] will not ensure safe operations for Europe’s travelling public, e.g.:

- **‘Short-call’ Standby:** EASA’s rules expect a pilot to land plane full of passengers after having been at work and awake for over 22 hrs. – This is not safe!
- **Night flying:** scientists are unanimous that such flights should be limited to 10hrs to prevent high fatigue levels. But EASA proposes 11-12 hrs. – EASA takes risks!
- **Open-ended Standby:** Crews can be put on open-ended “Reserve” standby for up to 23 days, to be called at any moment day or night for a later full flight duty. Sleep disruption and deprivation will result. – Flexibility before safety!
- **Opting out:** EASA allows evading stringent rules on flight schedules that disrupt sleep patterns (e.g. early starts). – EASA undermines its own rules!
- **Long work days with high workload:** the rules must protect against the fatiguing effect of long days with multiple take-offs and landings. The scientists are unanimous on this. But EASA dismissed their advice. – Science disregarded, yet again!
- **Safety regression:** These rules will be applied across Europe. They replace existing national safety standards which are higher in several EU countries. But they are not allowed to keep higher standards. – This promotes lower safety standards!

EASA defends its proposal by focusing on a number of improvements compared to the current EU rules. But these rules are a strikingly low baseline to compare with, and the improvements are by far outweighed by new provisions allowing highly risky schedules. – Improvements should not deflect from the proposal’s severe deficiencies.

ECA calls upon the EU Commission, Transport Ministers and the EU Parliamentarians to reject this proposal in its current form and to amend it into a safe package that puts passenger safety before the commercial interests of the airlines.

Speakers



Nico Voorbach

ECA President

Nico Voorbach is a professional pilot and the President of the European Cockpit Association. He has been flying with KLM Royal Dutch Airlines since 1992 and is currently First Officer on the Boeing 777. As ECA President he is ultimately politically responsible for the Association as a whole and of its responsibilities, objectives and activities. In the ECA Executive Board he is responsible for aviation security, external relations, social dialogue and legal issues. Prior to joining ECA he has worked as a police pilot with the Dutch National police, Security Committee Chairman of the Dutch Airline Pilots' Association (VNV) (1999), Vice-Chairman (2001) and later on Chairman (2009) of the Security Committee at IFALPA.



Elisabetta Chicca

ETF

Elisabetta Chicca, cabin crew with 25 years working experience. Trade Unionist from FILT CGIL, Italy. Chair of ETF Cabin Crew Committee from 2011. Stakeholder for Flight Time Limitation, OPS 055 Rulemaking Group in EASA.



Philip von Schöppenthau

ECA Secretary General

Philip von Schöppenthau is ECA's Secretary General since 2005. He manages the organization and is closely involved in its advocacy work and strategic positioning at EU level. Working on Flight Time Limitations (FTL) for many years, he has participated in the EASA rulemaking group on FTL and manages the FTL Working Group of ECA. Previously, he worked as senior EU public affairs consultant, as policy advisor for an EU trade association and as lecturer at Berlin University. He holds a PhD on European affairs.



François Ballestero

ETF

François Ballestero is a labour sociologist, expert in human resource management and in coaching. He studied European Affairs at the "Université Libre de Bruxelles". He has been ETF political secretary responsible for civil aviation since 2002. Since 1982, he previously held various positions in the European and Belgian trade unions, first as expert on social protection issues, then as expert on social dialogue issues. He participated in the negotiations to include the social dimension in the Maastricht, Amsterdam and Nice Treaties. François Ballestero deals with the Flight Time Limitations dossier at EU level since 2002.

ABOUT



ECA
Piloting Safety



More information about ECA

For more information, interviews, background or visual materials, please contact:

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Visit the official website of the Dead Tired Campaign:

www.dead-tired.eu

www.eurocockpit.be

Note to editors:

The European Cockpit Association (ECA) was created in 1991 and is the representative body of European pilots at European Union (EU) level. It represents over 38,000 European pilots from the National pilot Associations in 37 European states.

More information about ETF

For further information, please contact:

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ETF Website:

www.etf-europe.org

Note to editors:

ETF represents 100,000 aircrews across Europe and more than 2.5 million transport workers from 243 transport unions and 41 European Countries.