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# IFALPA supports calls for EASA to develop scientific flight time rules

Chertsey 5 October: The International Federation of Air Line Pilots' Associations (IFALPA) wholeheartedly supports today's European Action Day organised by its European representative body, the European Cockpit Association (ECA), and the European Transport Workers' Federation (ETF) which is aimed at raising public awareness of the dangers posed by current and proposed Flight & Duty time regulations.

Right now the safety of travelling public is poorly served by Flight and Duty time regulations which were first devised when the industry was in its infancy and the realities of today's routine operations only dreamt of in the pages of science fiction publications. Over the past 25 years an enormous amount of study has been carried out into the causes and effects of the fatigue endured by pilots and cabin crews. It is the Federation's contention that this science fact should be the basis of any future regulation.

When the European Union first announced its plans for an overhaul of Flight Time and Duty Time Directives, it appeared that this was a view it shared since the first step in the development was to commission an independent study into the research already carried out and to use the results of this research to frame new legislation. Yet this has been ignored. Why?

Since the findings of the study (the Moebus report) were published a year ago Brussels appears to have buckled under pressure from lobbying groups. As a result, the forthcoming regulation, as set out by the European Air Safety Agency (EASA), does nothing to improve the safety of the travelling public and it can be argued, actually makes air travel less safe by not taking into full account this EU funded research and not even permitting Members States with more stringent regulations, to retain them.

Therefore the Federation calls on the European Union to act now on flight crew fatigue. The EU must not ignore the threat to safety of the travelling public any longer. Concrete legislative changes must be made to ensure passengers and crews are protected against fatigue-related safety risks and it essential that this is based upon the scientific research. Why does the EU not accept the findings of its own independent study? The ECA, representing European flight crew, made it clear from the outset that they would accept the results of the scientific study. Will the EU not do the same?

To find out more about the the European Cockpit Association's campaign visit [www.dead-tired.eu](http://www.dead-tired.eu)

## *Notes to Editors*

*The International Federation of Air Line Pilots' Associations represents in excess of 100,000 pilots in more than 100 countries world-wide. The mission of IFALPA is to be the global voice of airline pilots, promoting the highest level of aviation safety and security world-wide and providing services, support and representation to all of its Member Associations. See the Federation website [www.ifalpa.org](http://www.ifalpa.org)*

*For more information contact Gideon Ewers, IFALPA Media Communications Officer +44 1932 579041 or on [gideonewers@ifalpa.org](mailto:gideonewers@ifalpa.org)*