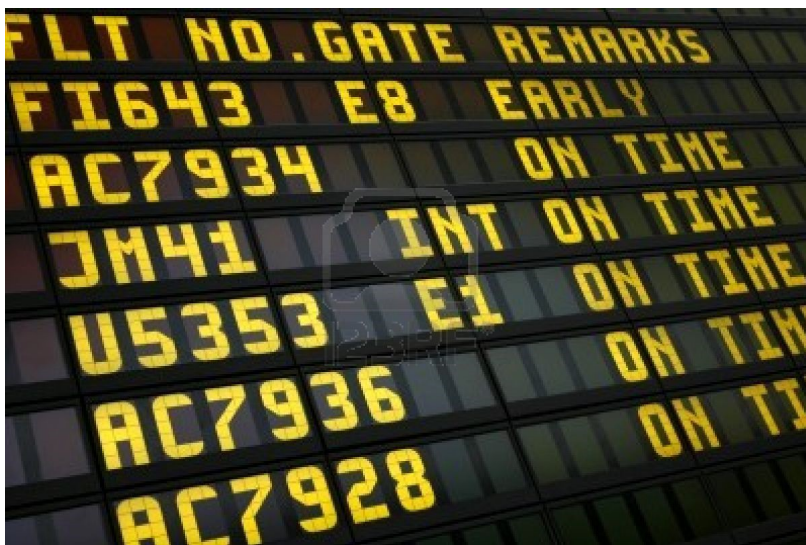




**European Cockpit Association**  
**'Piloting Safety'**

# Unsafe schedules?

- One can ask: **is the EU proposal really unsafe?** The response is **Yes!** Just have a look at the below examples (this list is not comprehensive).
  - **Night duty:** science says that night duty should be limited to 10 hours; the US regulator's proposal (Federal Aviation Authorities —FAA) allows 09 hours for a maximum of 3 consecutive nights. The EU proposal will allow **up to 12 hours**, so three more hours than the US pilots can fly!
  - **Airport standby:** a crewmember begins his/her **standby at 06:00** in the crew room. If s/he is called at 12:00 for a flight, the FAA would allow an ending time at 18:00. The EU proposal would allow **to fly until 02:00**, i.e. 20 hours from the start of the standby.
  - **Home standby:** a crewmember begins his/her **standby at 06:00**. If s/he is called at 16:00 for a flight, the FAA would allow an ending time at 22:00. The EU proposal would allow the crewmember to **fly until 04:00**, i.e. 22 hours from the start of the standby.
- ⇒ **EU pilot fatigue rules shall be based on science!**



European Cockpit Association  
Rue du Commerce 20-22  
1000 Brussels - Belgium  
[www.eurocockpit.be](http://www.eurocockpit.be)

Phone: +32 2 705 32 93  
Fax: +32 2 705 08 77  
E-mail: [pilotfatigue@eurocockpit.be](mailto:pilotfatigue@eurocockpit.be)