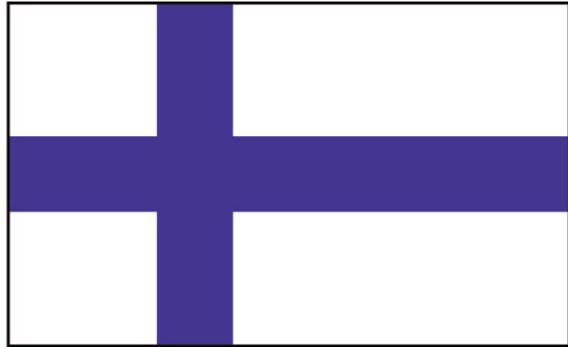


Finland



16.6.2011

👉 **Lentäjät barrikadeille väsymystä vastaan**

Lentäjän väsymys on myötävaikuttanut arviolta jopa viidennekseen kuolemaan johtaneista onnettomuuksista. Esitys EU:n uusien ilmailumääräysten työ- ja lepoajoista tulee entisestään pahentamaan tilannetta.

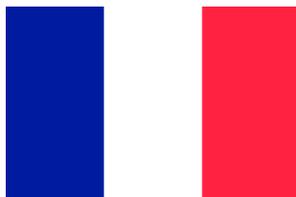
Lentäjien aktiivisesta kampanjoinnista huolimatta Euroopan komissio, Euroopan ilmailuturvallisuusvirasto EASA ja eurooppalaiset ministerit eivät tunnusta väsymystä ehkäisevien lakien tärkeyttä. Eurooppalaisia lentäjiä edustava European Cockpit Association ECA haluaa ministerien ymmärtävän, millaisen riskin matkustajaturvallisuudelle liian löysät työaikalait ja niiden seurauksena taivaalla lentävät kuolemanväsyneet lentäjät aiheuttavat.

Luxembourgissa on 16.7. liikenne-, viestintä- ja energiaministerien tapaaminen. ECA järjestää ministeritapaamisen yhteydessä mielenosoituksen. Tavoitteena on kiinnittää ministerien huomio väsymyksen aiheuttamiin turvallisuusriskeihin. Tieteellisen tutkimuksen huomioiminen lakia säädettäessä on edellytys turvalliselle lentoliikenteelle, siksi nykyinen lakiehdotus on hylättävä. Työ- ja lepoaikalakien tulee perustua väsymyksen vaikutuksia analysoivaan tutkimukseen.

Barrikadeille nouseaan klo 09.00 LuxExpo -rakennuksen edessä. Mielenilmauksen jälkeen pidetään lehdistötilaisuus, jossa puhuvat ECA:n puheenjohtaja Nico Voorbach, ECA:n pääsihteerit Philip von Schöppenthau sekä ECA:n työ- ja lepoaika-asiantuntija Fran Hoyas.

ECA ja sen 38650 lentäjää ovat jo usean vuoden ajan osoittaneet suuren huolensa väsymyksen kasvamisesta lentoliikenteessä.

France



Aerobuzz.fr, 15 juin

Les pilotes de ligne européens manifestent

mercredi 15 juin, aerobuzz.fr

Jeudi 16 juin 2011, le Conseil des Ministres en charge des transports, des télécommunications et de l'énergie se réunira à Luxembourg. Faute d'être parvenu à se faire entendre sur le dossier de la future réglementation européenne sur la fatigue des pilotes (FTL – Flight Time Limitations ou limitations de temps de vol), l'ECA, European Cockpit Association, et ses 38.650 membres pilotes de ligne a décidé d'organiser une manifestation, à 9h00, devant le bâtiment dans lequel se réuniront les ministres européens des transports.

« Malgré tous nos efforts, la Commission européenne, l'AESA (l'Agence européenne de la sécurité aérienne) et les Ministres européens ne semblent pas comprendre la pertinence d'une réglementation européenne stricte sur la fatigue des pilotes », explique l'ECA. « Nous voulons donc maintenant que les ministres des transports de l'Union européenne comprennent la menace potentielle que cette réglementation permissive représente pour la sécurité des citoyens lorsqu'ils se retrouvent à bord d'un avion européen ». Le 5 octobre 2009, l'ECA a déjà organisé [une journée d'action paneuropéenne](#) sur ce thème.

Mercredi 15 Juin 2011, Déplacement Pros

+ Les pilotes européens manifestent contre l'Europe

Une manifestation de pilotes européens est prévue ce jeudi 16 juin à l'occasion du Conseil des transports de l'Union européenne (UE) organisé au Luxembourg. Ils entendent appeler les Ministres des transports de l'UE à «mettre la sécurité des passagers au cœur de la future réglementation européenne sur la fatigue des pilotes, sachant que 15-20% des accidents aériens mortels sont liés à la fatigue».

Selon le communiqué publié le 15 juin par le Syndicat National des Pilotes de Lignes (SNPL), si la proposition de l'Agence européenne de la sécurité aérienne (AESA) n'est pas modifiée de manière significative, et en conformité avec les preuves scientifiques, la future réglementation européenne va réduire les normes de sécurité actuellement en vigueur dans beaucoup de pays européens, au détriment des passagers. Les pilotes souhaitent donc, à l'occasion de cette manifestation, interpeller les ministres des transports européens, pour promouvoir une réglementation basée sur des preuves scientifiques.

«De longues heures de service et de courtes périodes de repos peuvent être un cocktail mortel pour les pilotes, s'il n'y a pas une bonne réglementation basée sur les preuves scientifiques», affirme ainsi Philippe Raffin, pilote chargé des Affaires internationales au SNPL France ALPA. Il ajoute : «Nous ne devons pas attendre un accident mortel pour préparer une réglementation sûre». Selon les syndicats de pilotes, la réglementation proposée par l'AESA mise donc sur la rentabilité des compagnies aériennes, au détriment de la sécurité des voyageurs.

Mercredi 15 Juin 2011, Tourmag
Rédigé par La Rédaction
Lu 402 fois

Aérien : la future réglementation européenne contestée par les syndicats de pilotes

A l'occasion du Conseil des transports de l'Union européenne, jeudi 16 juin 2011 à Luxembourg, des représentants de pilotes de toute l'Europe appellent à se manifester.

Parmi leurs revendications aux Ministres des transports de l'UE, figure la sécurité des passagers, qui doit être "*au cœur de la future réglementation européenne sur la fatigue des pilotes, sachant que 15-20% des accidents aériens mortels sont liés à ce facteur*", précise le Syndicat National des Pilotes de Ligne (SNPL) France ALPA dans un communiqué.

"Si la proposition de l'Agence européenne de la sécurité aérienne (AESA) n'est pas modifiée de manière significative, et en conformité avec les preuves scientifiques, la future réglementation européenne va réduire les normes de sécurité actuellement en vigueur dans beaucoup de pays européens, au détriment des passagers".



Les pilotes craignent une dégradation de la sécurité des vols (Photo: Gerry Huberty)

Iceland



Mbl.is, 16 June

Flugmenn mótmæla reglugerð



Mynd tengist frétt óbeint. *Reuters*

Evrópskir flugmenn áforma að taka sér mótmælastöðu fyrir utan höfuðstöðvar samgönguráðuneytis Evrópusambandsins í Lúxemborg í dag. Tilgangur mótmælastöðunnar er að krefja samgönguráðherra Evrópusambandsins um aukið öryggi flugfarþega í formi nýrra hvíldartímareglna sem fyrirhugaðar eru fyrir flugmenn í Evrópu. Vert er að nefna að íslenskir flugmenn ætla sér að taka þátt í aðgerðunum í dag.

Í desembermánuði árið 2010 voru gerð ný drög að hvíldartímareglugerð atvinnuflugmanna í Evrópu. Flugmenn telja þau drög ekki nógu vel unnin og benda á að þau hafi verið gerð án tillits til niðurstöðu vísindamanna.

Í fréttatilkynningu sem Evrópusamband atvinnuflugmanna, ECA, gaf út segir að þreyta flugmanna er mögulegur orsakavaldur í 15 til 20 prósent alvarlegra flugslysa. Bent er á að ef ekki sé farið eftir þeim rannsóknum og staðreyndum er liggja fyrir við gerð hvíldartímareglugerðarinnar dragi það úr flugöryggi.

Evrópusamband atvinnuflugmanna, sem samanstendur af tæplega 40 þúsund flugmönnum, hafnar núverandi drögum að hvíldartímareglugerð flugmanna. Þess er krafist að núverandi drögum verði breytt til að stefna ekki flugöryggi í hættu.

Mbl.is, 15 June

Segir sótt að kjörum flugmanna



Reglulegir fundir verða haldnir á næstunni um kjaradeilu flugmanna og Icelandair.
Morgunblaðið/Porkell

„Það er mjög skrýtið að margir af viðsemjendum okkar halda að það sé hægt að setja allt sem tengist flugi inn í excelskjöl og reikna hlutina útfrá því, en því fer víðs fjarri,“ segir formaður Félags íslenskra flugmanna í nýju fréttabréfi FÍA. Hann segir að sótt sé mjög að kjörum flugmanna, en eins og vitað er stendur atkvæðagreiðsla yfir um ótímabundið yfirvinnubann.

Í pistli sínum minnst Hafsteinn Pálsson, formaður FÍA, á ráðstefnu sem hann fór á í apríl sl. Þar hafi verið greint frá spá um að á næstu 20 árum muni vanta 8-25 þúsund flugmenn vegna aukningar í flugi og eins vegna þess að færri læra að fljúga, m.a. vegna kostnaðar. „Þetta verður vonandi til að hjálpa okkur í að verja kjör okkar sem sótt er mjög að.“

Þá bendir hann á að verið sé að fara af stað með mikla herferð til að vekja athygli á reglugerðabreytingu hjá Evrópusambandinu á flug- vakt- og hvíldartíma.

Einnig er í fréttabréfinu grein eftir Högn B. Ómarsson sem ritar fyrir hönd samninganefndar FÍA í viðræðunum við Icelandair. Í grein hans segir að 23 formlegir samningafundir hafi farið fram milli FÍA og Icelandair, þar af tuttugu án aðkomu ríkissáttasemjara.

Þá segir að áform séu uppi um reglulega fundi á næstunni og það sé von nefndarinnar að markmið FÍA náist og endurnýjun kjarasamnings verði lokið fyrir næstu mánaðarmót.

Hungary



TÉNY, HOGY TIZENÖT-HÚSZ SZÁZALÉKBAN A PILÓTÁK FÁRADTSÁGA FELELŐS A TRAGÉDIÁVAL VÉGZŐDŐ LÉGI BALESETEKÉRT

Halálos koktél: sok munka, kevés pihenőidővel

HUNYOR ERNA

Az unió közlekedési minisztereinek luxemburgi találkozója előtt Európa valamennyi országából érkeztek pilóták, akik demonstrációjukkal arra figyelmeztették a döntéshozókat: az európai légi utasok biztonságát helyezték előtérbe a pilótákra vonatkozó pihenési és munkaidőszabályok tervezett módosításakor.

Statistikai tény, hogy tizenöt-húsz százalékban a pilóták fáradtsága a felelős a halálos légi balesetek bekövetkeztéért. Ezért az Európai Unió (EU) közlekedési minisztereinek luxemburgi találkozója előtt, csütörtökön demonstrációt tartottak a térség pilótái – mondta a Magyar Hírlapnak Tóth Tamás kapitány, a Hunalpa Magyar Közforgalmi Pilóták Egyesületének nemzetközi kapcsolattartója.

Hozzátette: az unióban jelenleg a pilótákra vonatkozó pihenési és munkaidőszabályok módosítását tervezik. Ám az Európai Repülésbiztonsági Ügynökség (European Aviation Safety Agency, EASA) által beterjesztett és javasolt új szabályok számos tudományosan igazolt tényt figyel-

men kívül hagynak. A demonstráló pilóták ezek jelentős megváltoztatását, a tudományos eredmények figyelembevételét követelik. Luxemburgban Nico Voorbach, az Európai Pilótaszövetség (ECA – European Cockpit Association) elnöke úgy fogalmazott: „A pilóták számára halálos koktél lehet a hosszú munkaidő és a rövid pihenőidő, ha nem szabályozzák megfelelően az erre vonatkozó előírásokat.” Emlékeztetett az Amerikában két évvel ezelőtt történt, ötven ember halálát okozó Colgan Air katasztrófára, amelynek egyik oka a pilóták fáradtsága volt. Közölte, ez az eset szomorú figyelmeztetés az unió minisztereinek arra, hogy nem szabad addig várni, amíg újabb baleset történik. Amerikában a Colgan Air tragédiája után azonnal munkához láttak, s idén augusztusban már bevezetik az új, tudományos vizsgálatok eredményeit figyelembe vevő szabályokat. Itt, Európában, az EU intézményei nem ébredtek még rá azokra a veszélyekre, amelyeket a pilóták kifáradása okozhat – fogalmazott. Tóth Tamás közlése szerint az EASA által

beterjesztett tervezet inkább a légitársaságok költségeinek csökkentését, mint az utasok védelmét szolgálja. Kijelentette, abban egyetértenek, hogy Európának versenyképes légi közlekedési iparra van szüksége, ugyanakkor semmilyen körülmény sem helyezheti a kereskedelmi érdeket az utasok biztonságos repülés-

hez való alapvető joga elé. A magyar szakember végül leszögezte, az Európai Közforgalmi Pilóták Szövetsége – amely 38 650 európai pilótát képvisel, s tagja a Hunalpa is – elutasítja a tervezett szabályozást. Arra kéri az EU minisztereit, vegyék figyelembe az EASA tudományos bizonyítékait, és vizsgálják felül a tervezetet. ■



Luxemburgban demonstráltak a pilóták

FOTÓ: MH

Italy



La Repubblica, 9 June

Piloti europei sul piede di guerra contro l'aumento degli orari di lavoro

Protesta annunciata tra una settimana davanti al palazzo LuxExpo in Lussemburgo, ma i comandanti potrebbero arrivare anche ad uno sciopero congiunto per contrastare l'incremento del 20 % dei turni giornalieri. "E' a rischio la sicurezza dei voli"

di LUCIO CILLIS



ROMA - L'Unione europea fa orecchie da mercante sulla nuova normativa che, una volta approvata, potrebbe allungare l'arco di impegno dei piloti mediamente di due ore al giorno. E i comandanti iniziano a protestare rumorosamente: il primo appuntamento è tra una settimana (giovedì 16 giugno) con una manifestazione che si svolgerà dalle 9 di fronte al palazzo LuxExpo in Lussemburgo.

La potente categoria dei naviganti guidata dalla European Cockpit Association (ECA) ha dalla

sua parte 39mila piloti continentali che sono pronti a difendere, anche con le armi ben più affilate dello sciopero, il diritto alla sicurezza dei passeggeri. Perché stress e riflessi piegati dalla stanchezza sono sempre in agguato e il prolungamento dell'orario di lavoro di circa il 20% in più al giorno - proposto dal regolamento - con turni tirati anche di notte e per un'intera settimana, vengono bollati come uno dei maggiori fattori di rischio.

La protesta è partita poche settimane fa, allo scoccare del secondo anniversario gravissimo incidente aereo avvenuto nel 2009 a Buffalo, negli Stati Uniti, costato 50 morti. Una tragedia causata dall'eccessiva stanchezza dei piloti e che ha convinto l'autorità Usa (la Faa) a rivedere le normative vigenti ammorbidendo i tempi di impiego.

Di parere contrario l'Europa che, invece, marcia speditamente, secondo i comandanti, verso una pericolosa modifica dell'orario di lavoro. Infatti, se dovesse passare la logica delle 14 ore di impegno giornaliero e 12 notturne i rischi di incidente da fattore umano potrebbero crescere anche di 5 volte rispetto ad oggi.

European Press



EUROPOLITIQUE, 16 juin

Sécurité aérienne

Temps de vol des pilotes : l'ECA ne désarme pas

<http://preprod.europolitique.abccom.cyberscope.fr/politiques-sectorielles/temps-de-vol-des-pilotes-l-eca-ne-desarme-pas-art307133-40.html>

Par Isabelle Smets | jeudi 16 juin 2011

La bataille continue entre les compagnies aériennes et le personnel aérien à propos des temps de vol des pilotes d'avion. Le Conseil des ministres des Transports qui s'est tenu à Luxembourg le 16 juin a été l'occasion d'une manifestation des pilotes et de leur association représentative, l'ECA (European Cockpit Association - qui représente plus de 38 000 pilotes en Europe), contre de nouvelles règles en préparation au niveau de l'UE. Au centre du débat : l'argument de sécurité, que les pilotes estiment ne pas être suffisamment pris en compte.

A l'origine de cette contestation : les propositions avancées en décembre 2010 par l'Agence européenne pour la sécurité aérienne (AESA), que la Commission européenne pourrait transformer en propositions législatives pour remplacer l'actuel Règlement 1899/2006 et qui permettraient aux compagnies aériennes d'imposer aux pilotes un temps de vol allant jusqu'à 14 heures (maximum 12 heures en cas de vol de nuit).

Selon l'ECA, les nouvelles normes affaibliraient les règles en vigueur aujourd'hui dans beaucoup d'Etats membres. L'association est d'autant plus désappointée que l'AESA avait publié, en janvier 2009, un rapport scientifique recommandant de réduire les temps de vol en vigueur aujourd'hui, ce que ne retiennent pas les propositions finales de l'Agence. Celles-ci « *sont écrites pour épargner des coûts aux compagnies aériennes plutôt que pour assurer la sécurité des déplacements* », fait valoir l'ECA. A Luxembourg, les pilotes ont rappelé que la fatigue était à l'origine de 15 à 20 % des accidents d'avion. Un argument qui fait bondir l'Association des compagnies aériennes européennes (AEA), qui voit dans la manifestation à Luxembourg une « *tentative sans fondement pour influencer les règles de sécurité en jouant sur la peur des passagers* ».

Europolitics, 17 June

Aviation safety

Flight time limitations: ECA stands its ground

The battle continues between airlines and flight crews over rules on flight time limitations for pilots. In Luxembourg, on 16 June, pilots and their representative body, the European Cockpit Association (ECA, which represents 38,000 pilots in Europe), demonstrated outside the Transport Council against new rules being drawn up in the EU. The debate focuses on safety, which pilots say is not being sufficiently taken into account.

Pilots are up in arms over the proposals presented in December 2010 by the European Aviation Safety Agency (EASA), which the European Commission could transform into legislative proposals to replace Regulation 1899/2006. The proposals would allow airlines to impose flight times of up to 14 hours (maximum of 12 hours for night flights). According to the ECA, the new standards would weaken rules in force in many member states. The association is particularly disappointed since the EASA published a scientific report, in January 2009, recommending a reduction in flight times in force today, which the agency failed to endorse in its final

proposals. The EASA's proposed rules "are designed more to avoid costs to the airlines than to protect the travelling public," notes the ECA. In Luxembourg, pilots pointed out that fatigue contributed to 15% to 20% of aviation accidents. This argument infuriates the Association of European Airlines (AEA), which sees the demonstration in Luxembourg as "a misguided attempt to influence safety rule making by manipulating passenger anxieties".

By Isabelle Smets

International Press



ATWonline, 16 June

European pilots call on EASA to focus on passenger safety

By [Cathy Buyck](#) | June 16, 2011

European pilots and their unions will demonstrate Thursday in Luxembourg outside an EU transport ministers meeting to rally against a regulatory proposal on pilot fatigue drafted by EASA in December. Pilots claim the EASA proposal does not take into account scientific evidence on pilot fatigue and that the planned proposal will reduce safety standards currently in place in many EU countries.

“EASA’s proposed rules are designed more to avoid costs to the airlines than to protect the traveling public,” said ECA Secretary General Philip von Schöppenthau. “We agree that Europe needs a competitive airline industry. But under no circumstances should commercial interest come into the way of the passengers’ basic right to a safe flight.” The European Cockpit Assn. bundles the interests of the different pilot unions in Europe representing some 38,650 European pilots

The Assn. of European Airlines, however, describes the protest by pilot unions on flight and duty time rules as a “misguided attempt to influence safety rulemaking by manipulating passenger anxieties” and notes that in developing the proposal EASA sought the views of all stakeholders, including pilot unions.

“The safety regulator has done its job—regulating safety, which is the overriding priority for the airlines and their pilots alike,” noted AEA Secretary General Ulrich Schulte-Strathaus. “Apparently the unions are concerned that the EASA draft proposal undermines safety; it does not. No safety regulator would in their right mind do such a thing.”

He added: “Utmost care has been paid by airlines to maintain a healthy relationship with their pilots without whom, evidently, the business could not function. Far better that the airlines and their employees join forces to address the massive issues which the industry is facing, threatening European competitiveness and consequently jobs and employment conditions.”

Wall Street Journal, 17 June

Fight Is Heating Up in Europe Over New Pilot-Fatigue Rules

By [ANDY PASZTOR](#)

17 June 2011

VIENNA—The fight over new European pilot-fatigue rules is heating up, with union leaders and Danish government officials on Thursday challenging the safety of proposed regulatory changes.

Arguments over the extent of risks posed by sleepy airline pilots—and how to rewrite longstanding limits on their flight hours and workdays—have roiled carriers, labor representatives and the European Aviation Safety Agency for months. But the latest developments highlight that European politicians and regulators face heightened pressures to revise and tighten the agency's proposals.

During a meeting of the EU's Transport Council in Luxembourg Thursday, dozens of pilots from across Europe demonstrated outside the session and distributed leaflets to underscore their argument that the proposed changes don't go far enough. Inside, the Danish Transport Minister formally raised the same issue and expressed similar concerns.

The outcome of the debate, which appears to be coming to a head, will determine pilot scheduling practices throughout the region for decades. It also will affect the competitive stance of various countries and their primary air carriers, during a period of anticipated turmoil stemming from Europe's growing passenger traffic and increasingly congested airways and airports.

The European Aviation Safety Agency's proposals would allow pilots to be routinely assigned to work some 14-hour days, a longer shift than is now typically permissible in Europe and one that is unlikely to be legal in the future in the U.S., which also is revamping outdated pilot-fatigue rules.

Released last December, Europe's approach has been criticized for failing to reflect the latest scientific findings, according to outside sleep experts and officials of the International Air Transport Association, the biggest global industry trade group.

Faced with such attacks, the European safety agency is reconsidering its stance even as it sorts through tens of thousands of comments, many apparently lobbed in as part of a coordinated labor campaign to try to scuttle the process.

One of the most controversial issues focuses on whether national regulators will be allowed to mandate tougher fatigue-prevention rules than those adopted for the region.

Since the proposal doesn't permit such deviations, it would "reduce safety standards currently in place in many EU countries," according to the European Cockpit Association, the union that organized Thursday's demonstration and represents more than 38,000 pilots. The final rule probably won't pass until 2013.

Debate over the most effective ways to combat pilot fatigue also came up here earlier in the week, during a high-level meeting of U.S. and European aviation safety officials. Chris Glaeser, a senior IATA safety official, told the group that rigid mandatory regulations, which fail to account for wide differences between airline operations, aren't the long-term answer.

"One size cannot fit all," Mr. Glaeser said, adding "you can't always hammer a round peg into a square hole, no matter how large you hammer is."

Earlier this year, Danish Transport Minister Hans Christian Schmidt wrote Sim Kallas, the EU's Commissioner for Transport, that "fatigue among pilots seems to be a more widespread problem than we have been aware of before,"

On Thursday, a spokeswoman for Mr. Kallas said "it is an issue we are well aware of," adding that Mr. Kallas "will not prejudge" the arguments and is waiting for completion of further technical analyses.

"There are many airlines in Europe that are not talking at all with pilots" about reducing risks posed by fatigue, according to Gustavo Barba, co-chair of the union group working on the issue. And Europe's longstanding system to collect incident reports from pilots, according to the Spanair captain, "doesn't include any way for crews to mention fatigue."

Highlighting splits in the industry, SAS officials last month told Danish lawmakers the airline has taken various voluntary steps to reduce fatigue hazards because mandatory restrictions aren't strict enough. From June 2010 to February 2011, SAS said, its safety officials received 183 pilot reports—or about one for every 1,000 flights—complaining about fatigue.

At [Finnair](#), a recent survey found that that nearly 20% of pilots who responded said they already worked a 14-hour day roughly twice a month.

European pilot representatives, who have been working with Danish officials to fight the proposed rules, expect to gain leverage once the U.S. Federal Aviation Administration releases a final version of its pilot-fatigue prevention rules, perhaps as early as August. The U.S. rules will rely heavily on flexible fatigue-mitigation efforts tailored to the operations of individual carriers, an approach European regulators at this point effectively have rejected

IATA this week released its first report to help national air-safety regulators develop techniques to combat cockpit fatigue, and it's working on similar guidance documents targeted to assist individual airlines.

Unlike the U.S., European rules allow pilots flying international routes for certain airlines to sit behind the controls for longer than eight consecutive hours. Pilot union officials also complain that even when there is a third pilot onboard, the one who leaves the cockpit often doesn't have any place to rest except a seat in the economy section.

Write to Andy Pasztor at andy.pasztor@wsj.com

When Are Pilots Safe to Fly? The Answer Is Still Being Debated

By *CHRISTINE NEGRONI*

Published: June 20, 2011

It is generally accepted that people work best when they are rested. But how much rest is sufficient, and what is the best way to handle fatigue when a job requires extended hours of sustained attention?

[Enlarge This Image](#)



Sarah Kamer/European Cockpit Association

Pilots and regulators disagree on proposed requirements for rest.

These questions have prompted a lengthy and at times hostile debate in Europe as airline pilots accuse regulators and airlines in the [European Union](#) of putting profit before safety by suggesting that pilots work longer hours.

The European Aviation Safety Agency has been ordered to create rules governing flight time that can be applied to the 27 E.U. members and four other countries that are part of the E.U. system. Its proposal is anything but simple. The 244-page recommendation for limitations on flight time covers long and short flights, time zone and date line crossings, night flying, split shifts, standby hours and many other workplace peculiarities that are common in the airline industry.

But the proposals from the E.A.S.A. have not been well received by pilots.

“Would you like to be flying in an airplane where the pilots are falling asleep?” asked a pilot who has flown jumbo jets on international flights for a major European airline for years.

The pilot, who asked not to be identified, said that during his 31-year career he had on occasion flown when he was dangerously fatigued. “I think we owe it to the public to do the job properly, and that’s what this is all about: being rested enough to do the job properly,” he said.

But the Association of European Airlines, a trade group representing 36 major carriers, said the pilots were engaging in fear mongering, using safety as a weapon to obtain easier work rules.

“Unions are unions, and they are trying to scare off the public by saying that things are unsafe when in reality it is untrue,” said Vincent De Vroey, general manager for technical and operational matters at the association. “They are trying to simplify a complex issue, to have as an end result that they work less for the same pay.”

Critics say best practices in some countries will have to be undone to accommodate countries with less restrictive rules on flight time. The flight limits in Britain, for example, are stricter than those proposed by the safety agency.

“Look at the U.K. accident rate: it’s the lowest in Europe and we also have the best fatigue rules,” said Jim McAuslan, general secretary for the British Air Line Pilots Association. “In the U.K., the rules will be ripped up with the E.U.’s compromise.”

So controversial is the issue that when the agency asked for public comment, 50,000 responses were received, triple the number addressed to any other issue, even if the majority of them were duplicates, an E.A.S.A. spokesman said. Online pilots’ forums urged users to go to the safety agency’s Web site and respond to the proposal.

The proposal that incited the letter-writing changes almost every aspect of flight time for pilots, from the number of hours and days pilots can fly in a month and in a year, to the number of takeoffs they can perform and the amount of required rest time between flights. The recommendations raise the limits in some cases and lower them in others.

“In the opinion of our technical experts, it would in a number of areas constitute a significant reduction in safety standards,” Philip von Schöppenthau, secretary general of the European Cockpit Association, an association of flight crew unions, said of the proposed rules. “In a few cases it will be better, but in many it will be worse.”

The proposal allows for 12 hours of night flying and 14 hours of day flying. The limitation exceeds by two hours and one hour, respectively, what a panel of scientists specializing in fatigue recommended in 2008, in a study by Moebus Aviation that was commissioned by the safety agency.

“Duty length has been associated with the risk of accidents,” it concluded.

Jean-Marc Cluzeau, head of flight standards at the safety agency, defended the longer hour limits. “There are only two phases where the pilots have to be extremely focused and busy: takeoff and landing,” he said. “Cruise is not a critical issue in terms of fatigue.”

The agency did suggest cutting the hours of pilots who fly many segments a day.

Behind the dispute is a basic difference in opinion about how widespread a problem fatigue is for commercial aviation. Mr. Cluzeau, for example, said that fatigue had not been a problem in the European Union.

“We have, for the past 10 years, had no accidents related to fatigue,” he said. This position is in keeping with the airline association but at odds with pilots’ unions and air safety organizations, including both the Federal Aviation Administration and the National Transportation Safety Board in the United States.

“In the last 15 years, fatigue has been associated with over 250 fatalities in air carrier accidents investigated by the Safety Board,” Robert Sumwalt, a member of the N.T.S.B., said during a seminar on aviation fatigue in 2008.

European airlines have criticized the Moebus report. It would have “increased the industry costs by more than a billion a year, with a decrease in competitiveness,” Mr. De Vroey said.

Airlines are concerned about the present patchwork of regulations across Europe that can result in some airlines’ getting more flying time out of their pilots than others, creating an uneven competitive environment.

“Commercial operators would naturally like to see a level playing field,” said Kevin Humphreys, director of safety regulation at the Irish Aviation Authority. “However, until harmonized, rules in the less restrictive regimes can be seen to confer an economic and commercial advantage to those operators.”

The debate over flight time rules is not unique to Europe. It has been just as difficult to find common ground in the United States, where the F.A.A. has been working since 1995 to update limitations on flight time that are 50 years old.

The E.A.S.A. hopes the European Parliament will finalize an amendment by April 2013. Still, experts say that even comprehensive new rules will not entirely solve the issue of fatigue. The new limits are only the beginning, said Alexandra Holmes, a fatigue specialist at Clockwork Research in London, which works with airlines on the problem.

Under the new rules, airlines will be able to opt out of the limits by developing fatigue management programs of their own. The important thing is that they “show a commitment and a sophisticated understanding of safety, rather than saying ‘We’re legal,’” Ms. Holmes said.

Still, she said, the proposed rules offered a valuable reference point. “It’s the regulator drawing a line in the sand and saying, ‘This is where we believe that the vast population of airlines should be,’” she said.

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Fight Is Heating Up in Europe Over New Pilot-Fatigue Rules

By ANDY PASZTOR

VIENNA (WSJ) -The fight over new European pilot-fatigue rules is heating up, with union leaders and Danish government officials on Thursday challenging the safety of proposed regulatory changes.

Arguments over the extent of risks posed by sleepy airline pilots-and how to rewrite longstanding limits on their flight hours and workdays-have roiled carriers, labor representatives and the European Aviation Safety Agency for months. But the latest developments highlight that European politicians and regulators face heightened pressures to revise and tighten the agency's proposals.

During a meeting of the EU's Transport Council In Luxembourg Thursday, dozens of pilots from across Europe demonstrated outside the session and distributed leaflets to underscore their argument that the proposed changes don't go far enough. Inside, the Danish Transport Minister formally raised the same issue and expressed similar concerns.

The outcome of the debate, which appears to be coming to a head, will determine pilot scheduling practices throughout the region for decades. It also will affect the competitive stance of various countries and their primary air carriers, during a period of anticipated turmoil stemming from Europe's growing passenger traffic and increasingly congested airways and airports

The European Aviation Safety Agency's proposals would allow pilots to be routinely assigned to work some 14-hour days, a longer shift than is now typically permissible in Europe and one that is unlikely to be legal in the future in the U.S., which also is revamping outdated pilot-fatigue rules.

Released last December, Europe's approach has been criticized for failing to reflect the latest scientific findings, according to outside sleep experts and officials of the International Air Transport Association, the biggest global industry trade group.

Faced with such attacks, the European safety agency is reconsidering its stance even as it sorts through tens of thousands of comments, many apparently lobbed in as part of a coordinated labor campaign to try to scuttle the process.

One of the most controversial issues focuses on whether national regulators will be allowed to mandate tougher fatigue-prevention rules than those adopted for the region.

Since the proposal doesn't permit such deviations, it would "reduce safety standards currently in place in many EU countries," according to the European Cockpit Association, the union that organized Thursday's demonstration and represents more than 38,000 pilots. The final rule probably won't pass until 2013.

Debate over the most effective ways to combat pilot fatigue also came up here earlier in the week, during at a high-level meeting of U.S. and European aviation safety officials. Chris Glaeser, a senior IATA safety official, told the group that rigid mandatory regulations, which fail to

account for wide differences between airline operations, aren't the long-term answer.

"One size cannot fit all," Mr. Glaeser said, adding "you can't always hammer a round peg into a square hole, no matter how large you hammer is."

Earlier this year, Danish Transport Minister Hans Christian Schmidt wrote Sim Kallas, the EU's Commissioner for Transport, that "fatigue among pilots seems to be a more widespread problem than we have been aware of before,"

On Thursday, a spokeswoman for Mr. Kallas said "it is an issue we are well aware of," adding that Mr. Kallas "will not prejudge" the arguments and is waiting for completion of further technical analyses.

"There are many airlines in Europe that are not talking at all with pilots" about reducing risks posed by fatigue, according to Gustavo Barba, co-chair of the union group working on the issue. And Europe's longstanding system to collect incident reports from pilots, according to the Spanair captain, "doesn't include any way for crews to mention fatigue."

Highlighting splits in the industry, SAS officials last month told Danish lawmakers the airline has taken various voluntary steps to reduce fatigue hazards because mandatory restrictions aren't strict enough. From June 2010 to February 2011, SAS said, its safety officials received 183 pilot reports-or about one for every 1,000 flights-complaining about fatigue.

At Finnair, a recent survey found that that nearly 20% of pilots who responded said they already worked a 14-hour day roughly twice a month.

European pilot representatives, who have been working with Danish officials to fight the proposed rules, expect to gain leverage once the U.S. Federal Aviation Administration releases a final version of its pilot-fatigue prevention rules, perhaps as early as August. The U.S. rules will rely heavily on flexible fatigue-mitigation efforts tailored to the operations of individual carriers, an approach European regulators at this point effectively have rejected

IATA this week released its first report to help national air-safety regulators develop techniques to combat cockpit fatigue, and it's working on similar guidance documents targeted to assist individual airlines.

Unlike the U.S., European rules allow pilots flying international routes for certain airlines to sit behind the controls for longer than eight consecutive hours. Pilot union officials also complain that even when there is a third pilot onboard, the one who leaves the cockpit often doesn't have any place to rest except a seat in the economy section.

