

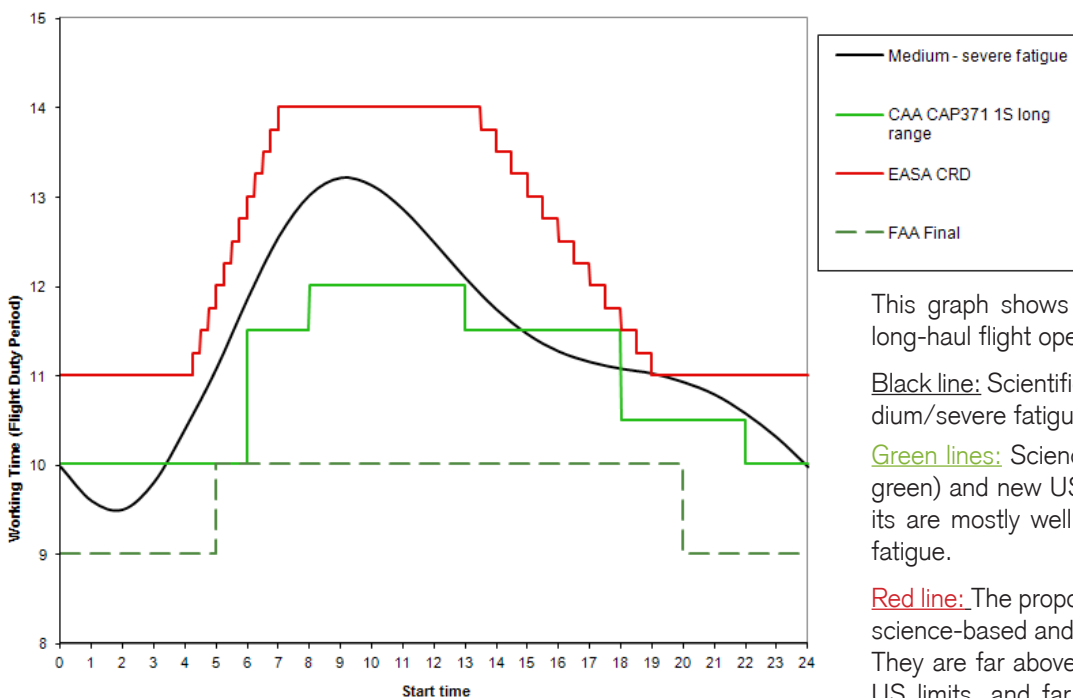


What science says

- Pilot fatigue and its impact on air safety has been the subject of scientific and medical research for a long time. Hence, scientific evidence is already available. And: ICAO standards require national fatigue rules to be based on scientific evidence.
- Science has shown that a fatigued person may lose 80% of their attention capabilities and 70% of their responsiveness. Do you want this to happen to your pilots?
- The effects of severe fatigue are comparable to those provoked by alcohol. However, whilst alcohol is forbidden, fatigue in the cockpit is tolerated.
- Current EU rules (Subpart Q) and the European Aviation Safety Agency (EASA) proposed text disregard decades of scientific studies, including the three scientific assessments commissioned, in 2011, by EASA itself.

» It's time for the EU to wake up and base its fatigue rules on science!

2 Pilot 1 Sector long range with Operator's Extension



This graph shows the working times for a 2-pilot long-haul flight operation, depending on start time.

Black line: Scientifically derived threshold where medium/severe fatigue kicks in ('Karolinska scale').

Green lines: Science-based UK present limits (light green) and new US limits (dark green). These limits are mostly well below onset of medium/severe fatigue.

Red line: The proposed EU limits are not sufficiently science-based and allow the longest working hours. They are far above the safe UK limits and the new US limits, and far above the onset of medium to severe fatigue, especially for early and late starts.

