



ECA

European Cockpit Association

Re-connecting

Rudy Pont – Safety Forum 2019

PILOTS



WHAT MY FRIENDS
THINK I DO



WHAT THE PUBLIC
THINKS I DO



WHAT MY FAMILY
THINKS I DO



WHAT MY BOSS
THINKS I DO



WHAT MY DATES
THINK I DO



WHAT I REALLY DO

2018 Safety Performance



4.3 billion

passengers flew safely on

46.1 million flights

There was one major jet accident for every

5.4 million flights

This was better than 2013-2017 which
was one accident for every

3.4 million flights

All accident rate
for IOSA airlines
was more than

2X

better than
non-IOSA
airlines.

The all accident rate was **1.35** per 1 million flights.

That is one accident for every

740,000 flights



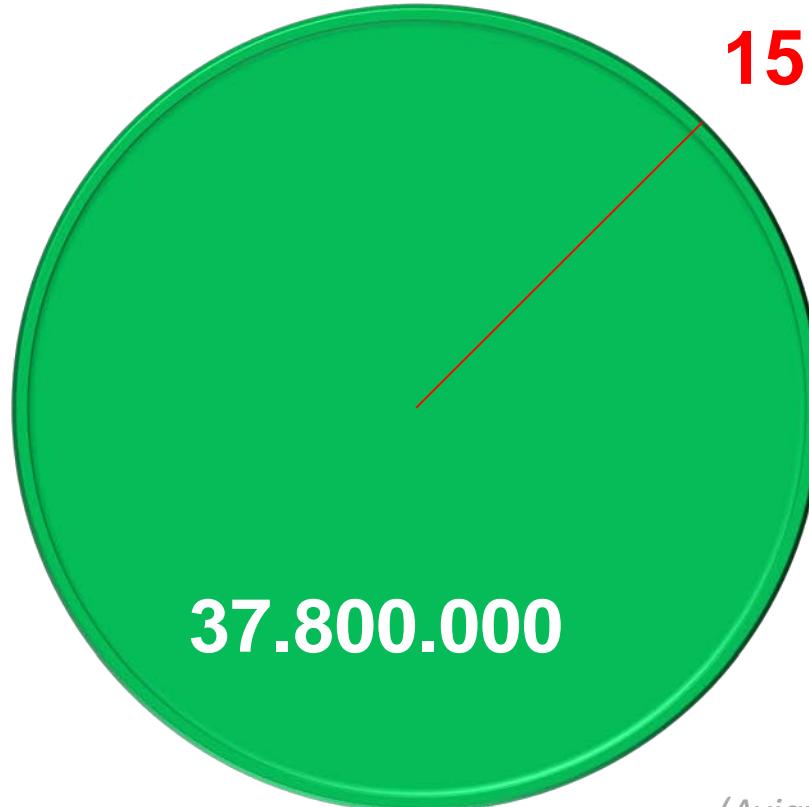
Four Criteria

for accident classification

(Validated by the Accident Classification
Technical Group)

- People on board
- Commercial flight
- Turbine powered aircraft,
MTOW \geq 5,700kg
- Aircraft sustained major
structural damage





Certification

Training

SOPs

Standardisation

Regulations

(Aviation Safety Net, 2019)

Compliance

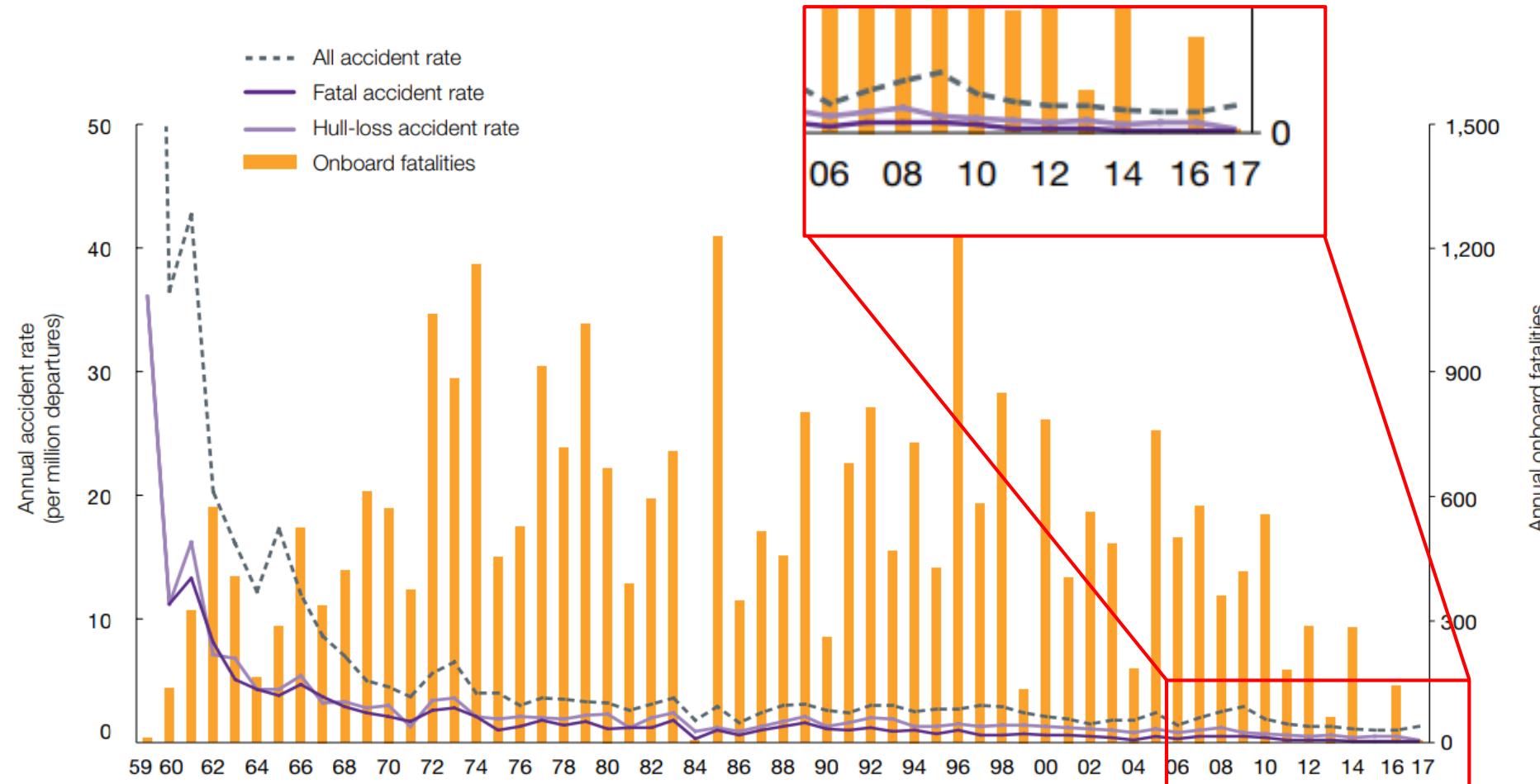


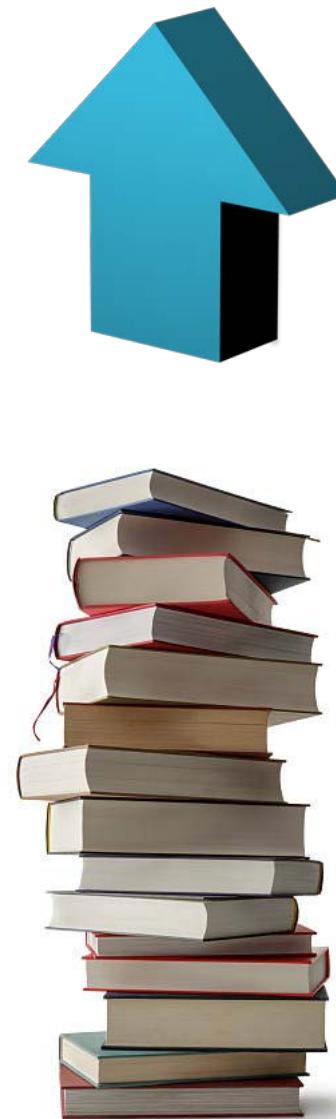
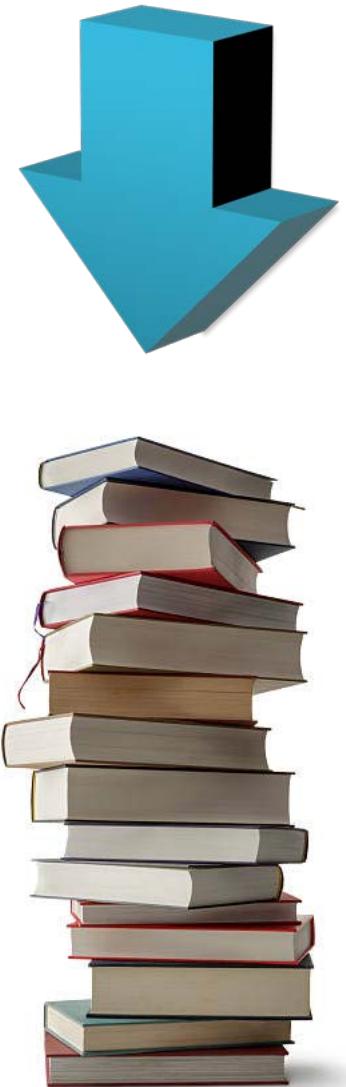
PHOTO: ILLUSTRATION/THINKSTOCK



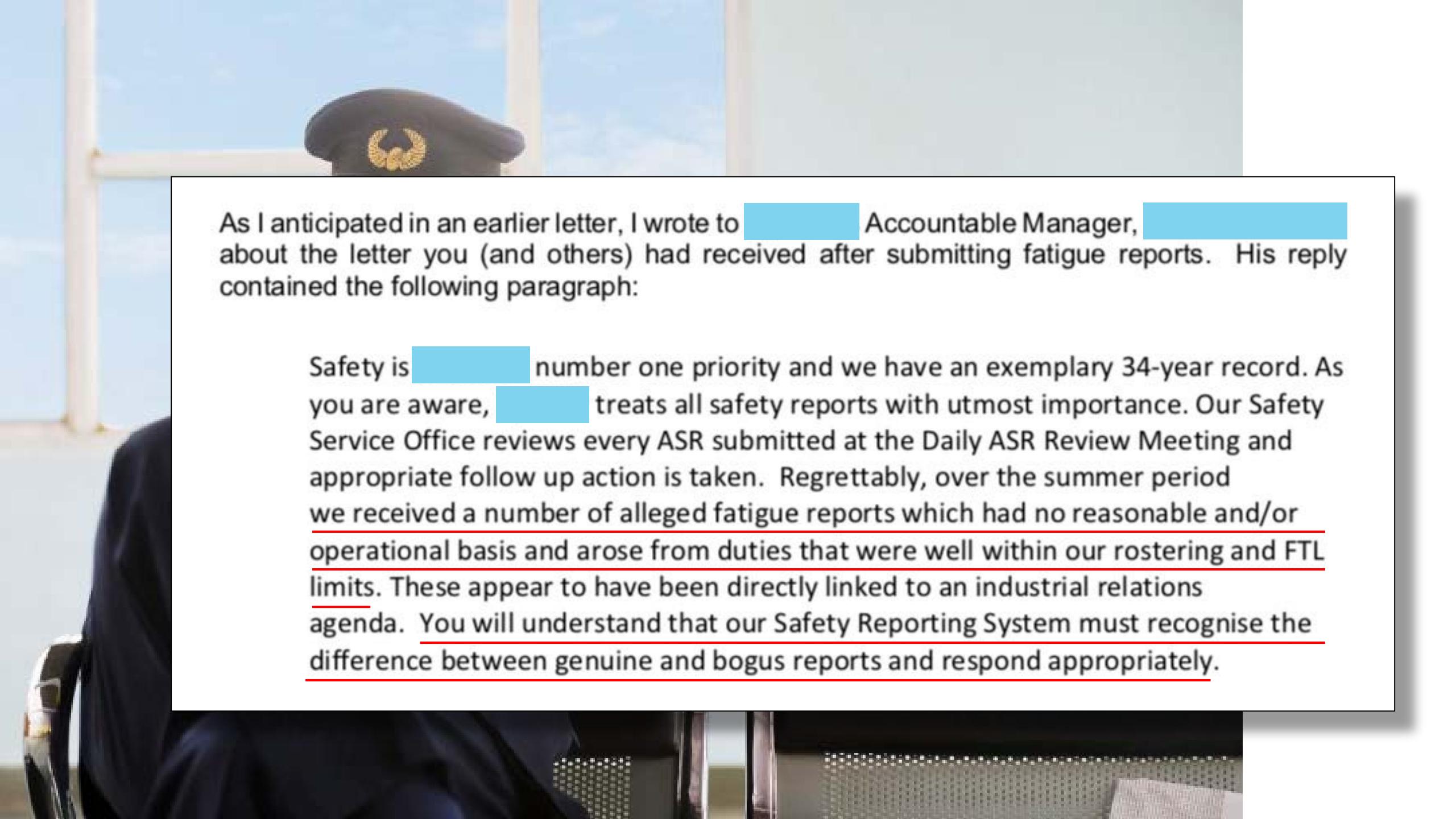
Accident Rates and Onboard Fatalities by Year

Worldwide Commercial Jet Fleet | 1959 through 2017









As I anticipated in an earlier letter, I wrote to [REDACTED] Accountable Manager, [REDACTED] about the letter you (and others) had received after submitting fatigue reports. His reply contained the following paragraph:

Safety is [REDACTED] number one priority and we have an exemplary 34-year record. As you are aware, [REDACTED] treats all safety reports with utmost importance. Our Safety Service Office reviews every ASR submitted at the Daily ASR Review Meeting and appropriate follow up action is taken. Regrettably, over the summer period we received a number of alleged fatigue reports which had no reasonable and/or operational basis and arose from duties that were well within our rostering and FTL limits. These appear to have been directly linked to an industrial relations agenda. You will understand that our Safety Reporting System must recognise the difference between genuine and bogus reports and respond appropriately.



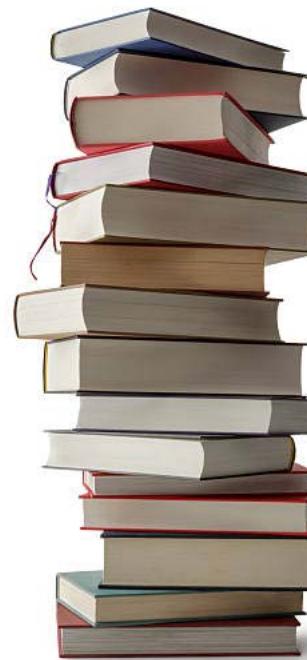
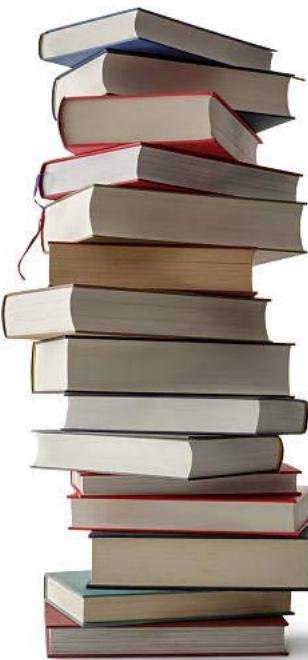
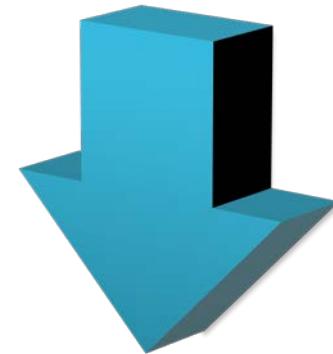


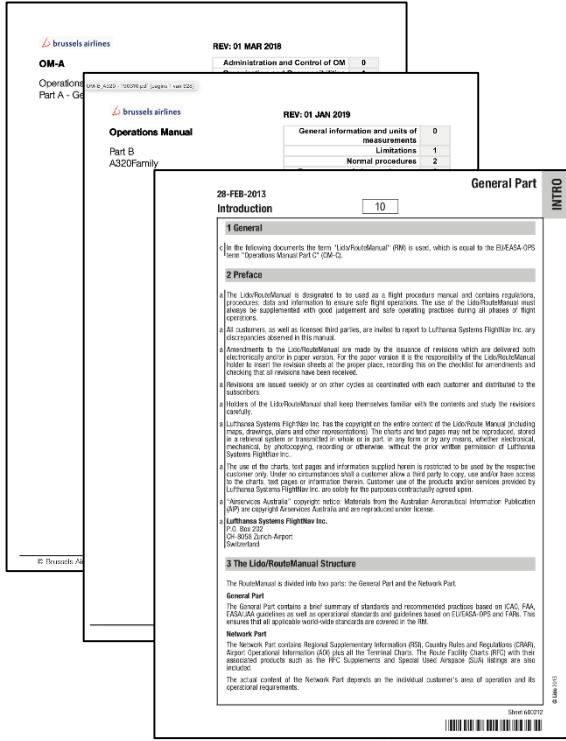
the financial crisis
at Crash Of

Disbelief, and









860
328
834
5434
454

+

...

7910

OM-A
860 pages

OM-B
328 pages

OM-C (LIDO)
834 pages

official Pilot briefing
BEL3748 3384917 D09NE SN32CT LZL1 1200 EER 1420

official Pilot briefing
BEL3748 3384917 D09NE SN32CT LZL1 1200 EER 1420

Flight Operations Memo

SHOULD READ - eFF Fuel Briefing

Dear Colleague,

In the Fuel order tab of the eFF, a Fuel Briefing is now published.

With the Operations Efficiency tool AVIASO, we are able to filter and extract historical data and deliver it to you in the right format. The same tool is used for the historical tracks per citypair (eRM).

Getting historical Fuel Data at the start of your flight preparation should assist you in taking the correct decisions. Discretionary fuel decisions could be improved by using the statistics we are offering in the eFF. On the A320, enough data is available. The A330 will follow soon.

The AVIASO Fuel Briefing...

[Read more](#)

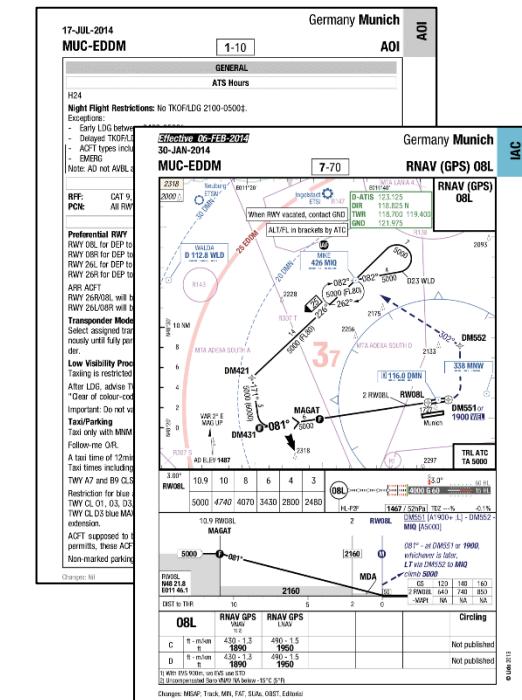
Attachments

[eFF Fuel briefing.pdf](#)

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NOTAMS
Company NOTAMS
Company Must Reads



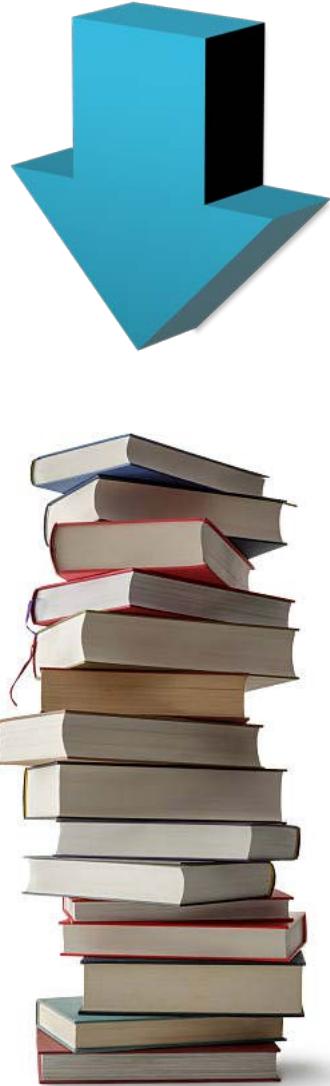
LIDO
AOI, Charts

Justice & Safety

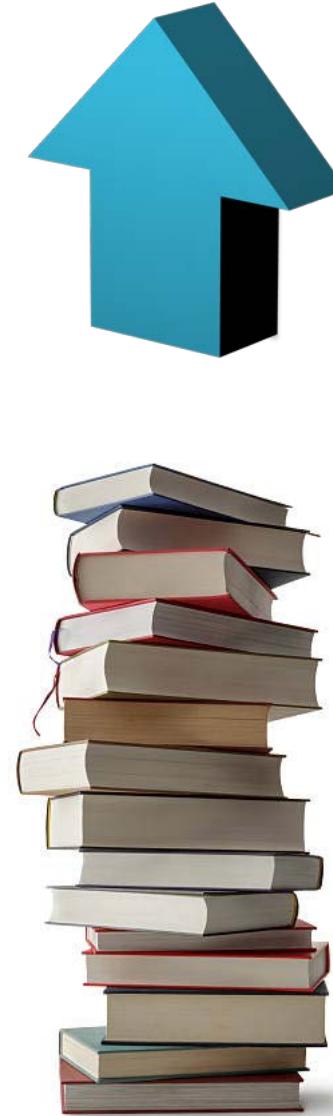
A new just culture algorithm
by Professor Sidney Dekker

Is justice really important for safety?
by Professor Erik Hollnagel

'Human error' - the handicap of
human factors, safety and justice
by Dr Steven Shorrock



“Underregulation”



“Overregulation”





DFS Deutsche Flugsicherung



Briefing

Threat Forward

Scalable

Better...

Alaska
AIRLINES

Interactive





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[LinkedIn](#)

dear Captain
My name is Nicola im 8
years. old, this is my first
flight but im not scared. I
like to watch the clouds go
by. My mum says the crew is
nice. I think your plane is
good. thanks for a nice flight
don't fuck up the landing
☀️ LUV Nicola
XX XX



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