



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

The all accident rate was **1.35** per million flights.
That is one accident for every

740,000 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.

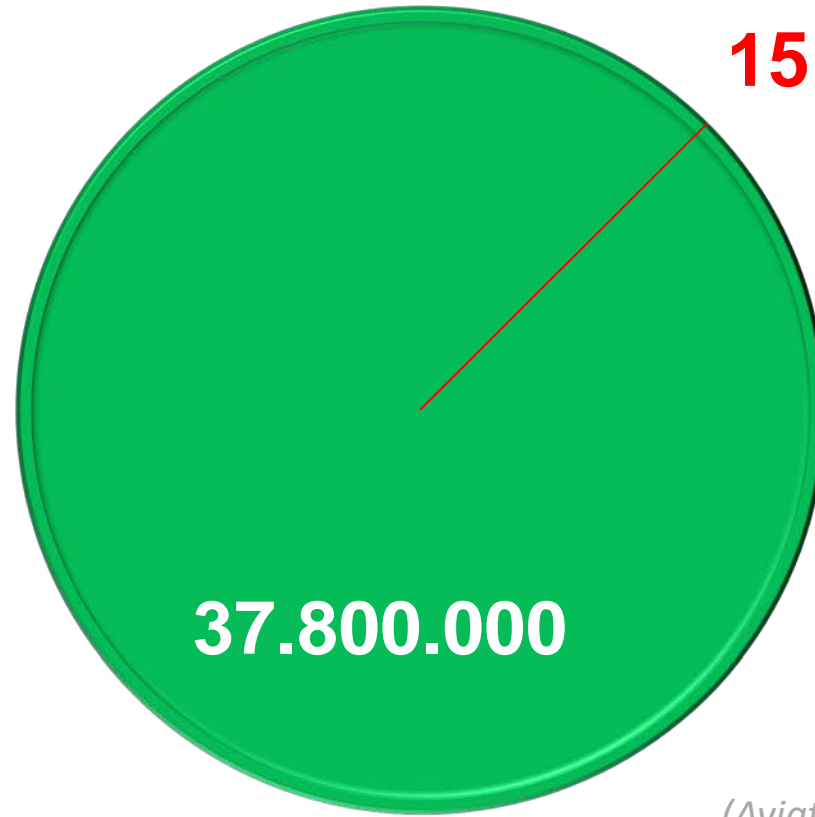


Four Criteria

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





15

37.800.000

SOPs

Standardisation

Certification

Regulations

Training

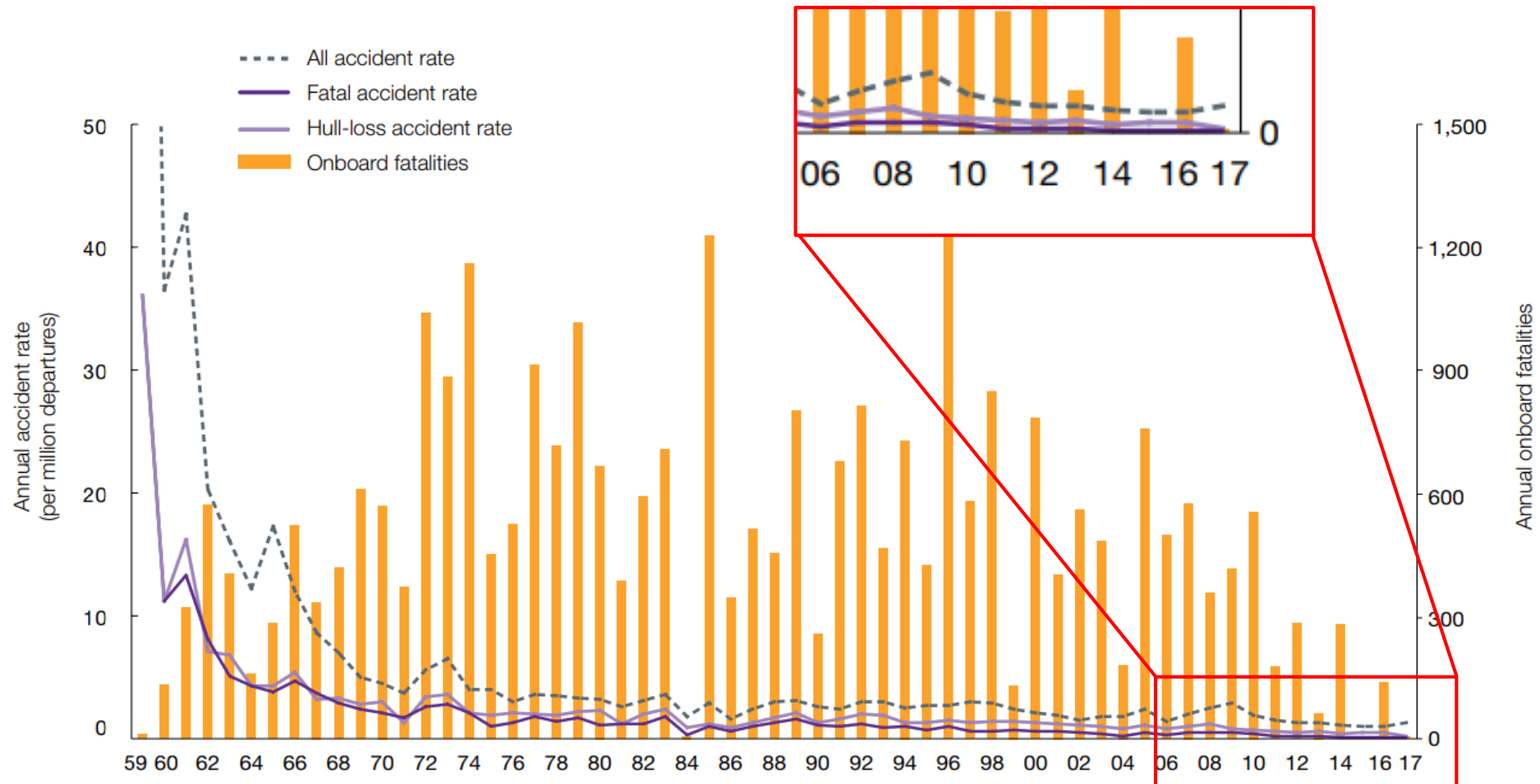
(Aviation Safety Net, 2019)

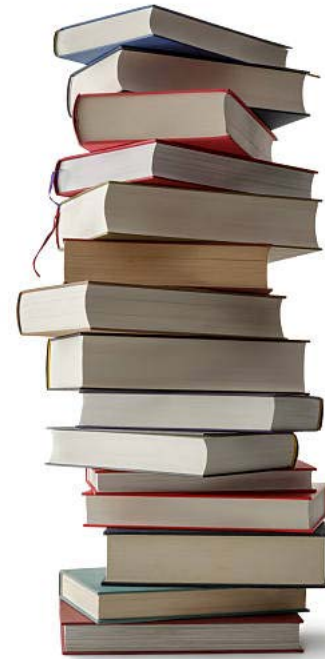
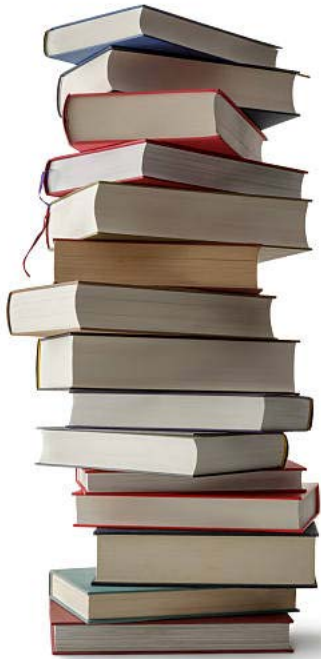
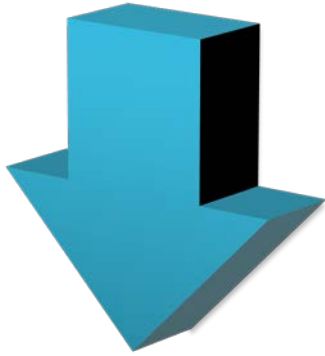
Compliance



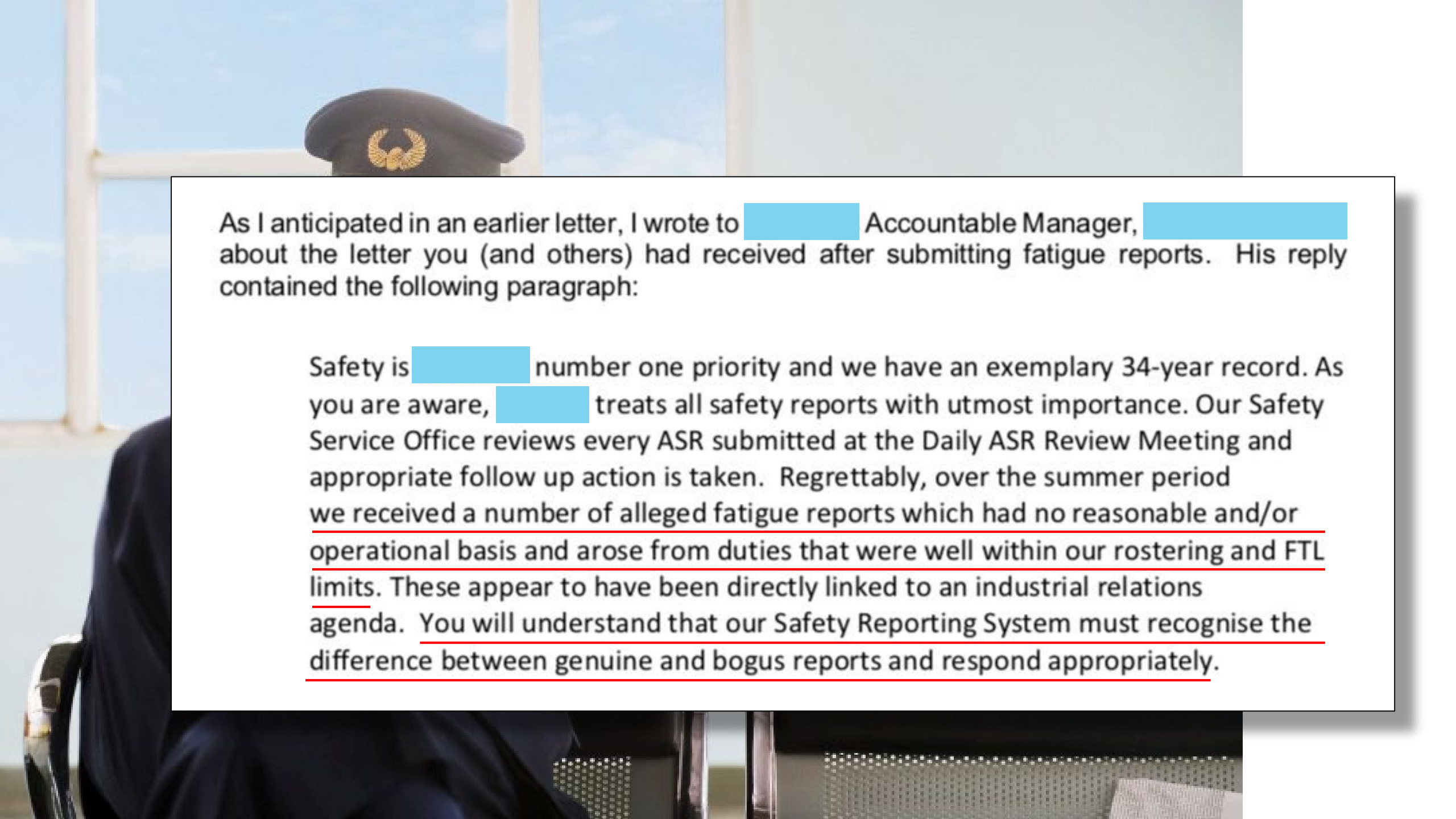
Accident Rates and Onboard Fatalities by Year

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.





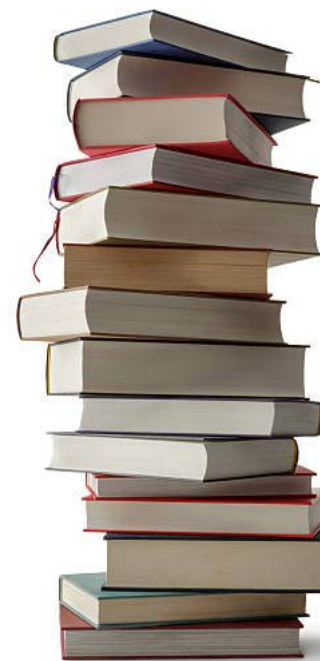
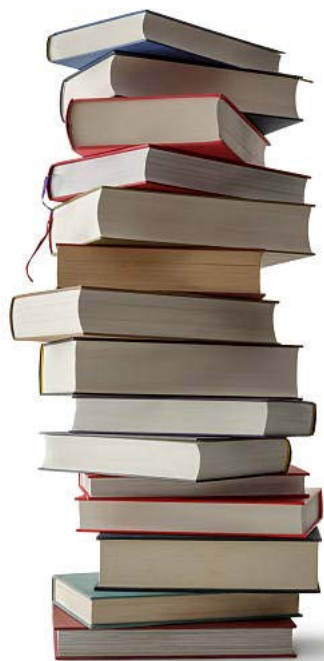
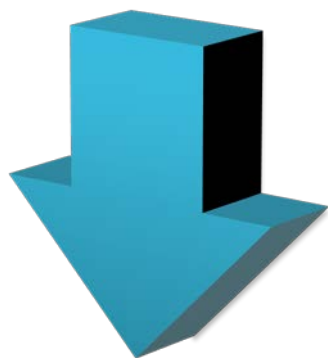


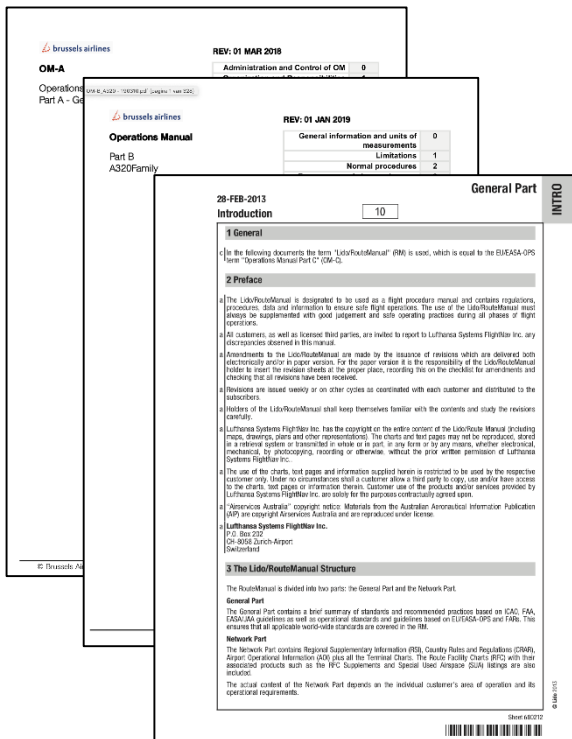
The financial crisis

Crash of

disbelief, and







OM-A
860 pages



OM-B
328 pages



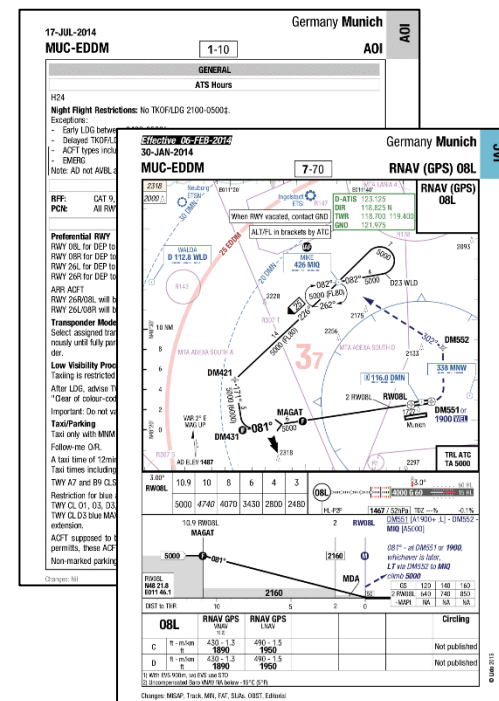
OM-C (LIDO)
834 pages



FCOM
5434 pages



FCTM
454 pages



NOTAMS



Company
NOTAMS



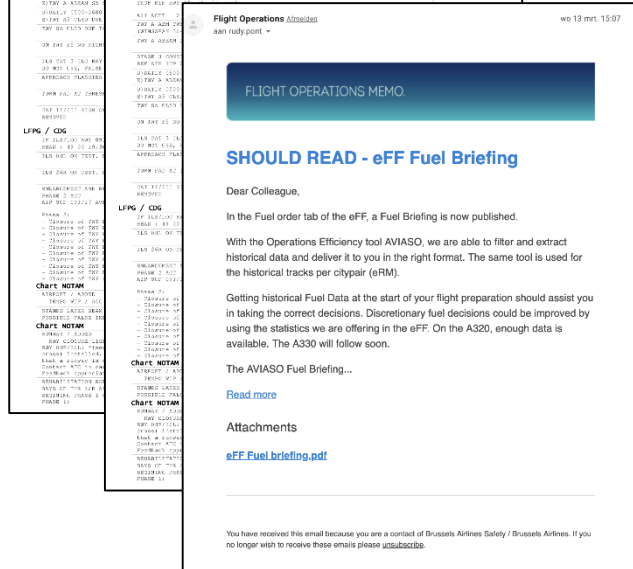
Company
Must Reads



LIDO
AOI, Charts

860
328
834
5434
454

+
...
7910



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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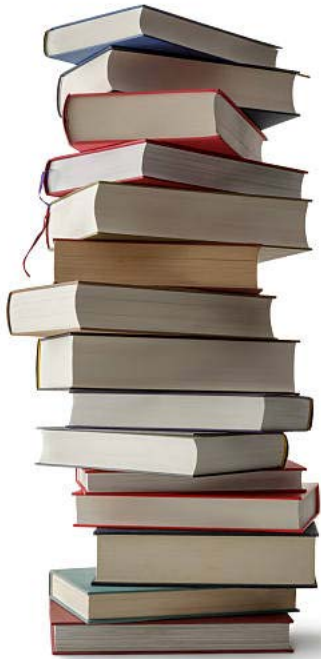
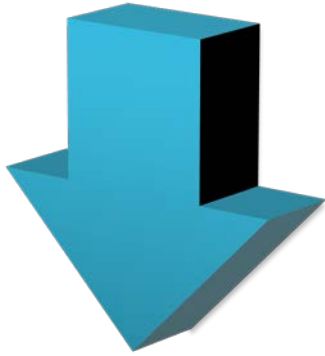


Justice & Safety

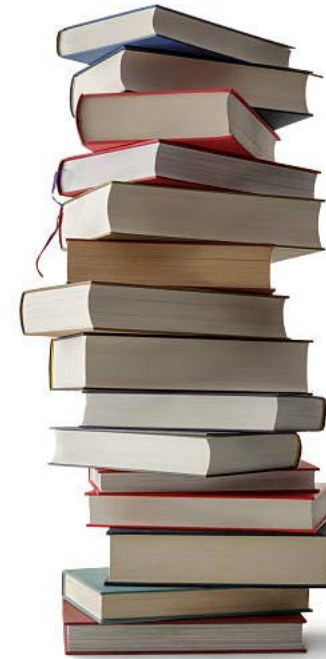
A new just culture algorithm
by Professor Sidney Dekker

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

Better...

Alaska[®]
AIRLINES

Threat Forward

Interactive

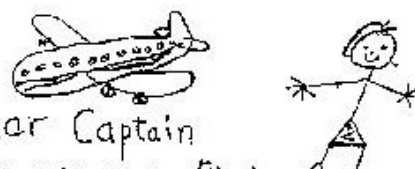
Scalable

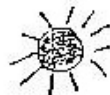




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LinkedIn



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
dont fuck up the landing
 LUV Nicola
Xx x x



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